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Inside: Modelling competition details, 'County' Class cruisers, Hansa Brandenburg W 33 and Karrier Charabanc



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MAGAZINE FOR MODELLERS

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On the cover

Top left 'Dogfight double': a Spitfire and Bf 109 modelled by Bryan Philpott and photographed against a suitable 'sky' background by Brian Monaghan for Mike Spick's new book *Air Battles in Miniature: A wargamers' guide to aerial combat 1939-1945*. Many modellers drift into wargaming through wanting to 'do' something with their models after completion, and this book offers some unique ideas for giving your own 1:72 scale kits an 'airing'. **Top right** A scene on Michael Andress's model railway layout. In this month's Rail Review column inside, he gives some ideas for Airfix 'Pug' kit conversions. **Bottom** One of the brighter days last 'summer' was July 30, when Peter Guiver snapped Jaguar GR 1 XZ389/CN from RAFG Bruggen and 35 Squadron Vulcan XH559 at Finningley.

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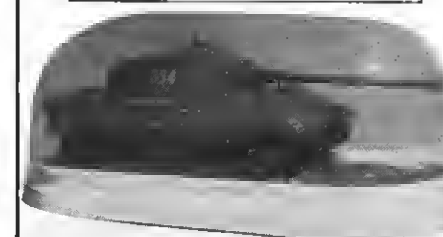
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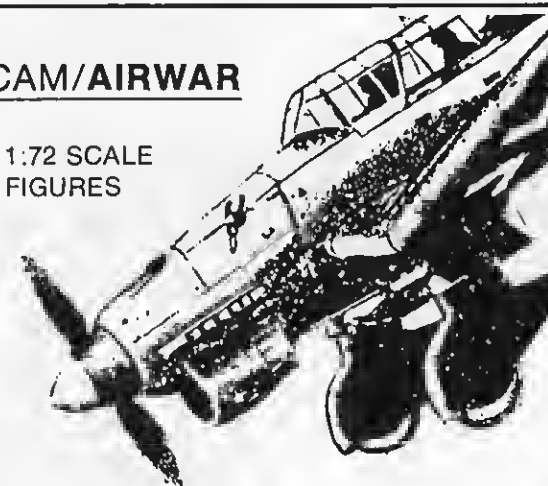
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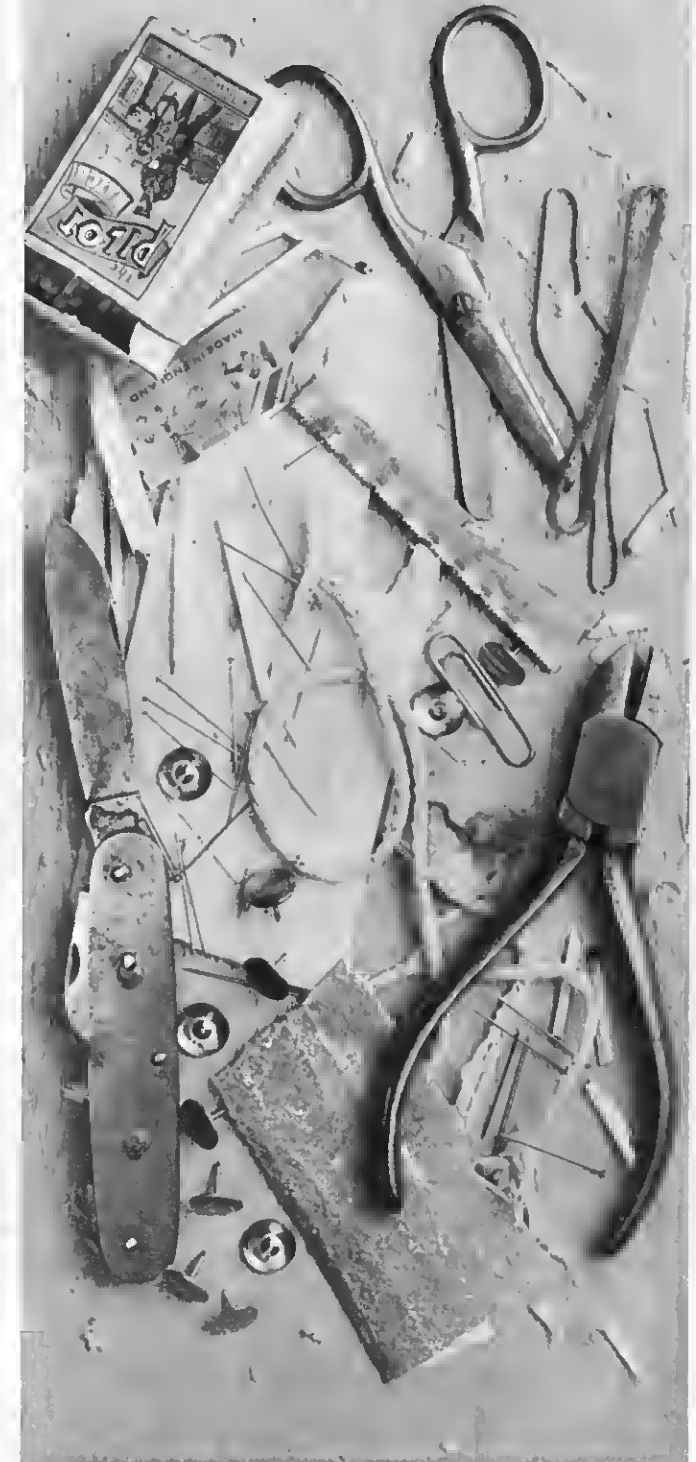


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1 Honda road racer

2 Dornier Do 17

3 English musketeer 1642

1

AN EXCITING and impressive model of the Honda Road Racer motor cycle is the latest release from Airfix in 1:8 scale. Retailing at £3.99, this kit is extremely good value. Moulded in over 110 parts, of which over 65 are chromed, it assembles into an impressive model 10½ inches long and six inches high.

All parts contained in the kit are pre-coloured in red, black or chromed so youngsters can avoid the chore of painting. Other features include chromed wheels, twin exhausts, superbly detailed engine, shock absorbers, revolving wheels and working steering. Tubing is provided to simulate clutch and brake cables and spark plug leads. Authentic rubber-like tyres and a clear racing windscreen complete the model.

This model is representative of the exciting Honda 750 cc Road Racer which gained first place at the famous Daytona track in America, ridden by US National Champion Dick Mann.

2

JUST RELEASED from Airfix is the new improved 1:72 scale Dornier Do 217E/J kit. At £1.15 this model is excellent value, allowing either of two versions to be constructed — the Do 217E2 or the Do 217J-1.

The kit contains 90 parts including moving ailerons, an optional position undercarriage, rotating turrets with elevating gun and optional armaments and drop tank or a transparent bomber nose. Also included in

NEWS FROM AIRFIX

the kit are three crew figures.

When assembled, the finished model is ten inches in length with a wingspan of 10½ inches. Full instructions for painting and transfer application are given.

Painted all black, and formidably armed with a battery of heavy cannon and machine-guns in the nose, the Dornier 217J was flown by the German Luftwaffe during the middle years of the war against the RAF night bombers. The 217J was developed from the E bomber version which took part in the night attacks on Britain from 1941.

3

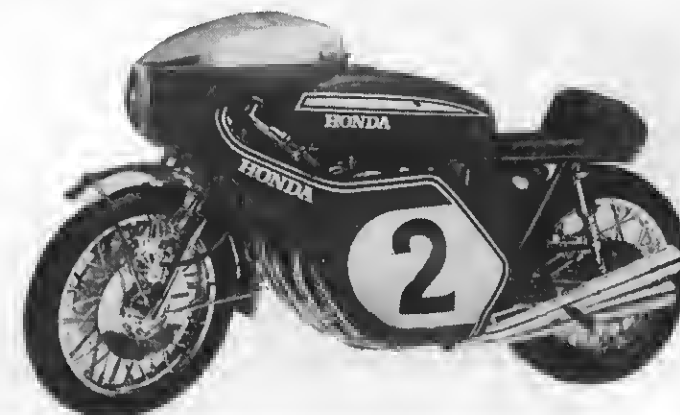
A SUPERB follow-on to the English Pikeman 1642 is the new English Musketeer of the Civil war period. Intricately sculptured in the costume of the period, the figure may

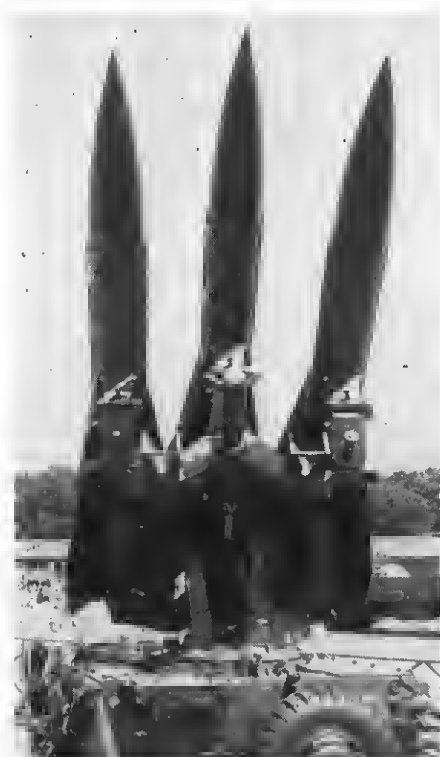
be modelled in either of two poses — figure loading or firing a musket.

When assembled the model is 2½ inches high, produced from 36 finely moulded and detailed parts. The kit includes such features as the belt worn over the left shoulder from which hung the twelve leather or wooden bottles, known as the 'Twelve Apostles', each carrying a measured charge of powder together with the matlock gun and stand. Also included is a template which, when used in conjunction with the plastic card included in the kit, produces the straps on the musketeer's uniform. Modellers wishing to enhance their figures will find detailed notes in the latest *Airfix Magazine Guide*, No 28: *The English Civil War* (£1.60).

Step-by-step instructions are provided as well as three full colour illustrations giving different aspects of the musketeer to assist in painting.

Above left English musketeer in slightly modified pose. Several similar ECW 'conversions' are given in *Airfix Magazine Guide* No 28, by George Gush and Martin Windrow. Right Honda road racer in 1:8 scale. Below Boxtop artwork from the new Do 17 kit.





Top Dutch Hawk missiles in the firing position. **Above** The M 55, the old quad .50 cal machine-guns mounted on a DAF YA328 truck. **Above right** A Nike Hercules in firing position during an open day. **Below** The 40 L70 Bofors 40 mm light anti-aircraft gun (all photos by Fred J. Bachöfner).



AA defence of the Netherlands

THE OVERALL anti-aircraft defence of the Netherlands is the responsibility of the Royal Netherlands Air Force who operate Nike Hercules rocket stations in Germany. These are capable of intercepting hostile aircraft at altitudes of up to 30,000 metres. The RNethAF operates two Nike groups as part of the Western European Defence scheme and undertakes the training of crews, together with other NATO partners, with live firings on the island of Crete.

The first line of defence in the Netherlands itself is also the RNethAF's concern and has been formed with Hawk rocket units withdrawn from Germany. They are controlled by a new radar system and are used for airfield defence in conjunction with 40 mm Bofors guns. The Hawk missiles are used to combat aircraft flying between 3,000 and 15,000 metres.

Defence against low-flying aircraft, ie, flying below 3,000 metres, then becomes the responsibility of the Netherlands Army. Against such attacks they operate a 'Luag-roep' (anti-aircraft group). As can be seen from the organisation scheme this is the 101st AAG which is divided into three AA regiments and multiple calibre machine-gun platoons. The AA group receives its orders directly from Staf 1LK (Staff First Army Corps) which then assigns AA regiments of the group to, for example, a brigade. The regiment will then receive its orders directly from brigade HQ. The brigade can then decide whether the regiment is to be used for the defence of buildings, airfields, or against aircraft.

The three AA regiments are the 15th AAR at Wezep, the 25th AAR at Ede and the 45th AAR at Harskamp. The latter will have disappeared by the time this is printed because of the phasing in of the new 'Mechluis' 35 mm AA tank in 1978. Each regiment consists of three gun batteries (VMBT — *Vuurmondbatterijen*), the Alpha, Bravo and Charlie batteries and the Staff-Staff ordnance battery (SSVBT —



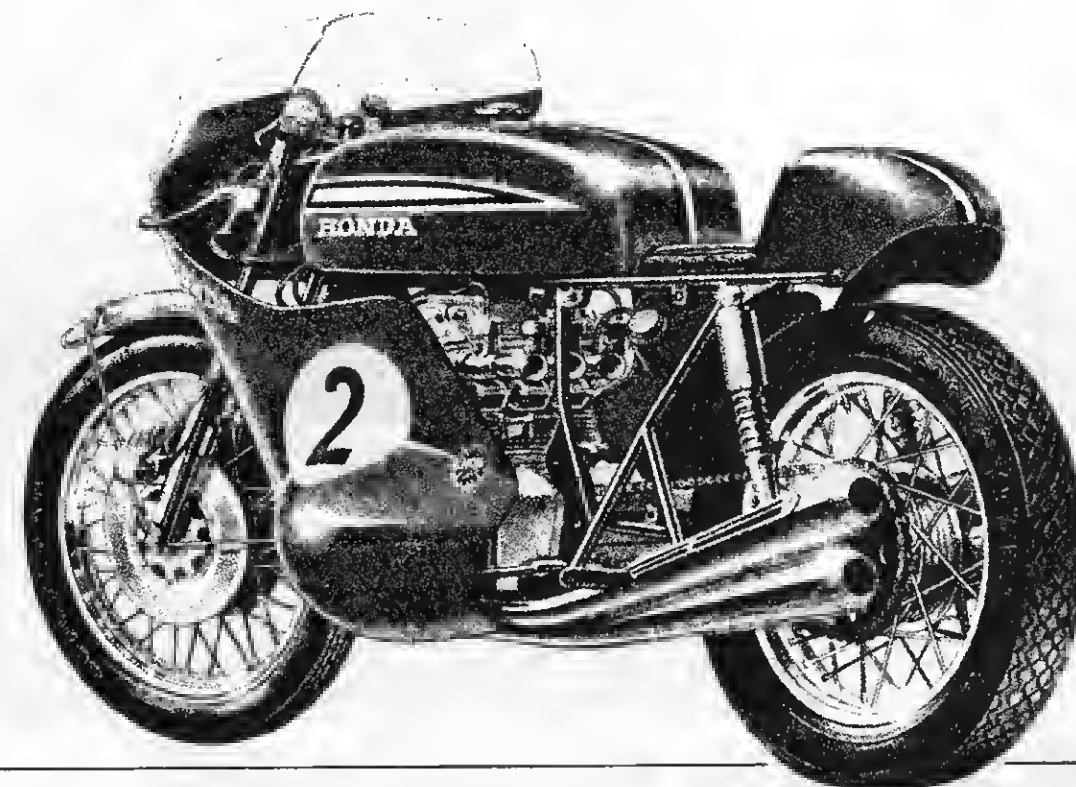
stafstal verzorgings battery). The gun batteries operate separately in different areas but can be commanded as a total regiment by the brigade for a special defence task.

Each gun battery is further divided into a battery staff and two fighting batteries (GVBT — *Gevechtsbatterijen*) which each contain several units. The battery staff (bt.st) consists of a command group, an administration and supply group, kitchen and communications group. The fighting battery is divided into command and radar groups, three gun groups, a multiple calibre gun group and an observers group. The total complement numbers 150 men (war strength).

The equipment used by the 101st AAR includes a variety of vehicles like Nekat jeeps, Daf-66 jeep, VW Combi, DAF trucks for transport and a number of communications and command vehicles. Regimental equipment is made up from the several smaller units which are as follows: the fighting battery has three 40L70 40 mm Bofors guns as main armament which either operate independently or under radar control. For defence of the battery from the ground and air there are four M55 .50 machine-guns mounted on the DAF YA

Continued on page 534

NEW FROM AIRFIX



IT MADE 2 MILES A MINUTE SEEM LIKE A CRAWL

The Honda 750 Road Racing motorbike was developed by Honda USA for the big annual race on the gruelling Daytona circuit.

It had a 4-cylinder inline engine, 4 carburettors and a five speed gearbox.

This, combined with a maximum power of 90hp and 9000rpm, made it move at over 165mph (or 2.75 miles a minute).

Although this formula proved successful, providing Honda with an easy win, the bike was little used after the race, giving way to new developments.

Now reproduced in a minutely detailed Airfix 1/8 scale, the Honda kit has a large number of chrome-coloured parts, finely moulded tyres and an intricately modelled engine.

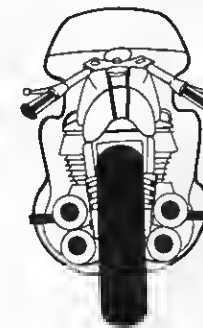
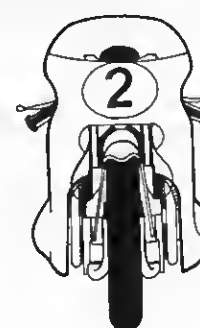
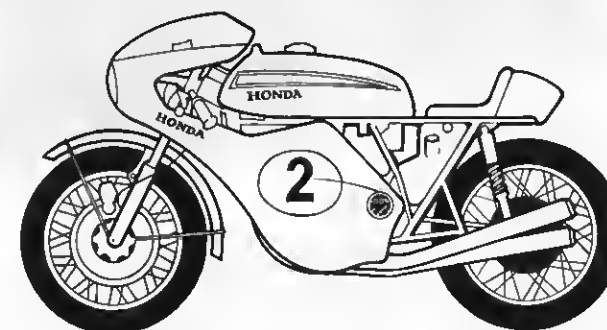
Technical Details

Engine: 736cc, four cylinder inline, ohc four-cycle.

Carburation: 4 constant velocity concentrics.

Clutch: wet, multi-plate.

Length: 85 inches.



HONDA ROAD RACER 1:8th Scale.



328 truck. To enable the battery to move quickly from one position to the next all the units are towed by DAF 3-ton trucks which also carry supplies of ammunition, repair kits, spare gun barrels, etc.

The rest of the vehicles consist of YA126 communications trucks, Nekaf jeeps and a number of trucks to tow the kitchen and provide maintenance for the battery. Personnel arms include one bazooka, operated by the radar personnel, a .50 machine-gun, UZ1 sub-machine-guns carried by NCOs, officers and drivers, and the FAL rifle by the rest of the men.

The future will bring a total reorganisation of the AA units within the RNethArmy. During 1978 and onwards the new 35 mm Mechlua tank will be phased in and some of the 40 mm guns will go to the Air Force, the rest being stored for reservists.

Fred J. Bachofner

Jerboa marches off parade

AT 12 O'CLOCK on April 1 the Jerboa, the famous 'desert rat', left parade after 38 years' service with the British Army. Adopted in 1940 as the sign for the newly formed 7th Armoured Division in North Africa by the commander, Major-General M. O'Moore-Creagh, it led to the nick-name 'The Desert Rats'.

The familiar little red rat on a black background was worn as a shoulder flash, painted on vehicles and moulded into silver to stand on mess tables. He watched over the comings and goings at guardrooms and flew high from flagpoles.

Correctly known as *Jaculus Orientalis* or the greater Egyptian Jerboa, he took part in every battle from his adoption through the North African campaign, to Italy, from Normandy through France, Belgium, Holland, and Germany to the Baltic and Berlin. A cousin, the 7th Armoured Brigade, fought in North Africa, in Burma, proudly wearing a green Jerboa, and in Italy.

Since the war The Desert Rats have lived on in BAOR, most recently at Bournemouth Barracks, Soltau, West Germany, where for the last 29 years all the high standards and traditions have been carefully nurtured. It is here that the name will remain, in the local British Forces Education Service School — Jerboa School — and, better known, the Jerboa Cinema in Theodor-Heuss-Platz in Berlin.

The flag of the 7th Armoured Brigade is lowered for the last time at Bournemouth Barracks in Soltau, to be folded by Brigadier Patrick Palmer (in centre) (Army PR).



Above One of the prototype 'Mechlua' 35 mm anti-aircraft tanks for the Dutch Army based on the Leopard tank (Fred J. Bachofner). **Below** Double first for an RN Lynx — XZ233 pictured here is the first such helicopter to cross the Atlantic with a ship (HMS Phoebe) and the first to land on HMS Hermes. Both events occurred during March (RN photo by Leading Airman (Pilot) M. P. McBarron, HMS Hermes).



The passing of 7th Armoured Brigade from the Order of Battle of the British Army sees the majority of the reorganisation of the army complete, with its 1st Division becomes the 1st Armoured Division. Task

Force Alpha will replace the 7th Armoured Brigade.

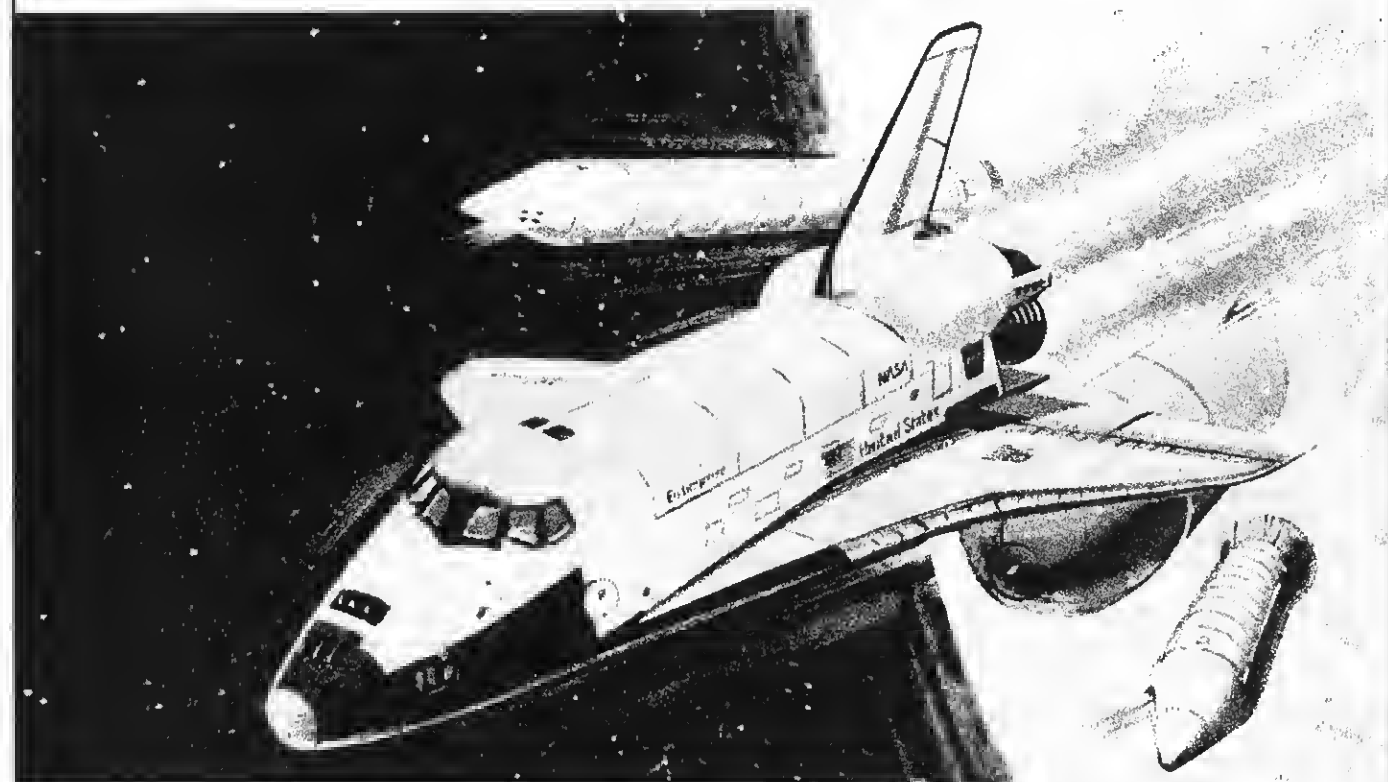
HMS Newcastle commissions

THE FIRST warship to be completed by Swan Hunters since nationalisation, HMS Newcastle (D87), was commissioned into the Royal Navy on March 23 1978. She is a guided missile destroyer (DLG) of the 'Sheffield' Class, known to the Royal Navy as a Type 42.

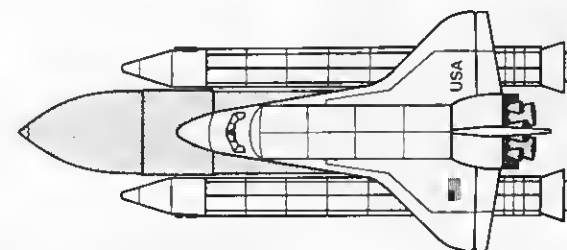
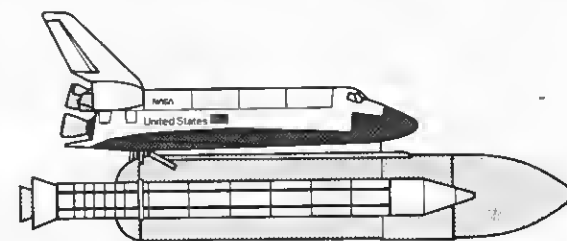
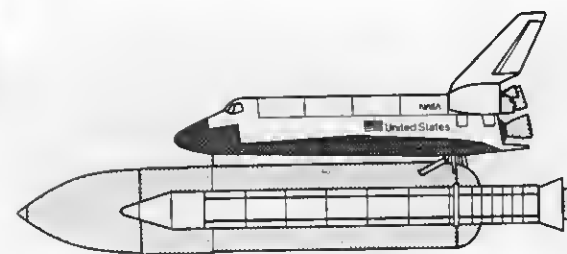
Newcastle joins her sister ships, *Sheffield* (D80) and *Birmingham* (D87), and she is a Captain's Command as a half-leader of the Sixth Frigate Squadron (F6). (Incidentally, F6 is led by the recently Exocet-refitted 'Leander' Class frigate, HMS *Sirius* (F40).) Ten Type 42s are now in service or on order for the RN and two have been purchased by Argentina. Three more units of the Class are also due to commission in 1978, these being HM Ships *Glasgow*

Continued on page 536

NEW FROM AIRFIX



THE 8.15 OF THE 1980'S



For years the idea of spacecraft plying regularly between earth and space has been pure science fiction.

But now it's becoming science fact. In the shape of the Space Shuttle Transportation System being developed by NASA.

Its first manned space mission is planned for 1979, prior to the first scheduled operational mission in 1980.

By the mid 1980's, this re-usable space vehicle will be operating as a commuter ferry, shuttling men and materials with the same familiar regularity as the 8.15.

The Shuttle is now available in a 1/144 scale Airfix kit, with over 90 parts. The kit includes two strap on booster rockets, the huge fuel tank and a Space Lab payload.

Its detailed modelling is an eloquent demonstration of the close co-operation kindly provided by Rockwell Space Division, the Space Shuttle's designers.

Technical Details

Lift-Off Thrust:	6.61 million lb
Re-entry Speed:	17,450 mph
Re-entry Height:	76 miles
Touch-Down Speed:	215 mph

SPACE SHUTTLE
1/144 Scale





HMS Newcastle (CinC Fleet PR).

(D88), Cardiff (D108) and Coventry (D118). The remaining four still under construction are thought to have been given the names Exeter, Southampton, Nottingham and Liverpool.

In May 1978, HMS Birmingham was the first Type 42 to go on Group Deployment when she joined HMS Blake and five other warships, plus three RFAs in a series of exercises in the Pacific, travelling via the Panama Canal.

The 'Sheffield' Class destroyers have a comprehensive weapons system which is led by the Sea Dart Guided Weapons System (GWS) for surface-to-air, surface-to-surface and anti-missile duties, backed up by the Vickers Mk 8 114 mm gun, which is fully automatic and dual-purpose. For anti-submarine warfare (ASW) at close range, the Class is equipped with the Mk 32 triple ASW torpedo tube system and they also carry the standard naval 20 mm Oerlikon gun as a close-range surface weapon.

As every major warship in a modern navy now carries a helicopter, HMS Newcastle is no exception and has been equipped with a Westland Lynx HAS 2 helicopter, XZ239/345/NC. The Lynx will increase not only the ASW strike capability of the destroyer, but will also employ the new Sea Skua missile against a surface threat.

Finally, it should be noted that it is expected that HMS Devonshire (D02) will be the second 'County' Class DLG to be put up for disposal. Completed from 1962 onwards, four of the Class were refitted

with the Exocet SSM in the last few years. HMS Hampshire (D06) now awaits disposal at Chatham.

Paul Beaver

Sea King training unit

ON FEBRUARY 17 1978 the Commissioning Ceremony of the Royal Air Force Sea King Training Unit took place at RNAS Culdrose, Helston, Cornwall. Established as a Royal Naval squadron with a joint RN/RAF staff, the task of the unit will be to train RAF aircrew and maintenance personnel for employment on Search and Rescue duties at

the RAF operational flights of No 202 Squadron to be based at RAF Lossiemouth, RAF Boulmer, RAF Coltishall and RAF Brawdy. The initial training phase will last until July 1979 when the RAFSRTU will disband. After this five RAF crews will be trained annually at RNAS Culdrose and an RAF element comprising instructional staff, ground support personnel and two Sea King helicopters will remain at Culdrose to carry out this task and will be established in No 706 Naval Air Squadron, the Royal Naval Sea King Training Squadron. □



Above Dull drizzle discouraged photography when four A-10s visited Bentwaters on February 21 on their way back to Nellis AFB from Germany, but A. D. Annis succeeded in obtaining this one of 50262 from the 66th FWS, 57th TFW, in the new brown/mottled green desert scheme. Below A camouflaged Hawk of the Tactical Weapons Unit, RAF Brawdy, showing weapons fit, including 68 mm SNEB rocket pod (MoD).



FW 190A-8

Part 2 — Detailing and painting the model by Bryan Philpott

ONCE THE basic airframe has been completed fill any small gaps; the only ones I found which needed this treatment being at the trailing edge of the wings under the fuselage. Then gently sand all join lines, the leading edges of wings, under the fuselage, the fin/rudder and the tailplanes. Do not sand away the line under the engine cowling as this represents a removable panel.

Before fitting Part 22 to the fuselage, I painted the inside dark grey, and Part 24 matt black. The pin, Part 23, was passed through 22 and held in place on Part 24 with a touch of liquid cement enabling me to omit the propeller and spinner until all construction work had been completed. Part 24 was dry-brushed with steel col-

oured paint over its original matt black finish during final painting.

The loop aerial, Part 32, was thinned down by wrapping a small piece of 'wet and dry' around a cocktail stick and gently passing this through the existing moulding. This must be done very carefully but if you break the moulding don't worry too much as a new loop aerial can be made from 5 amp fuse wire or heat-stretched sprue wrapped around a cocktail stick whilst it is still hot.

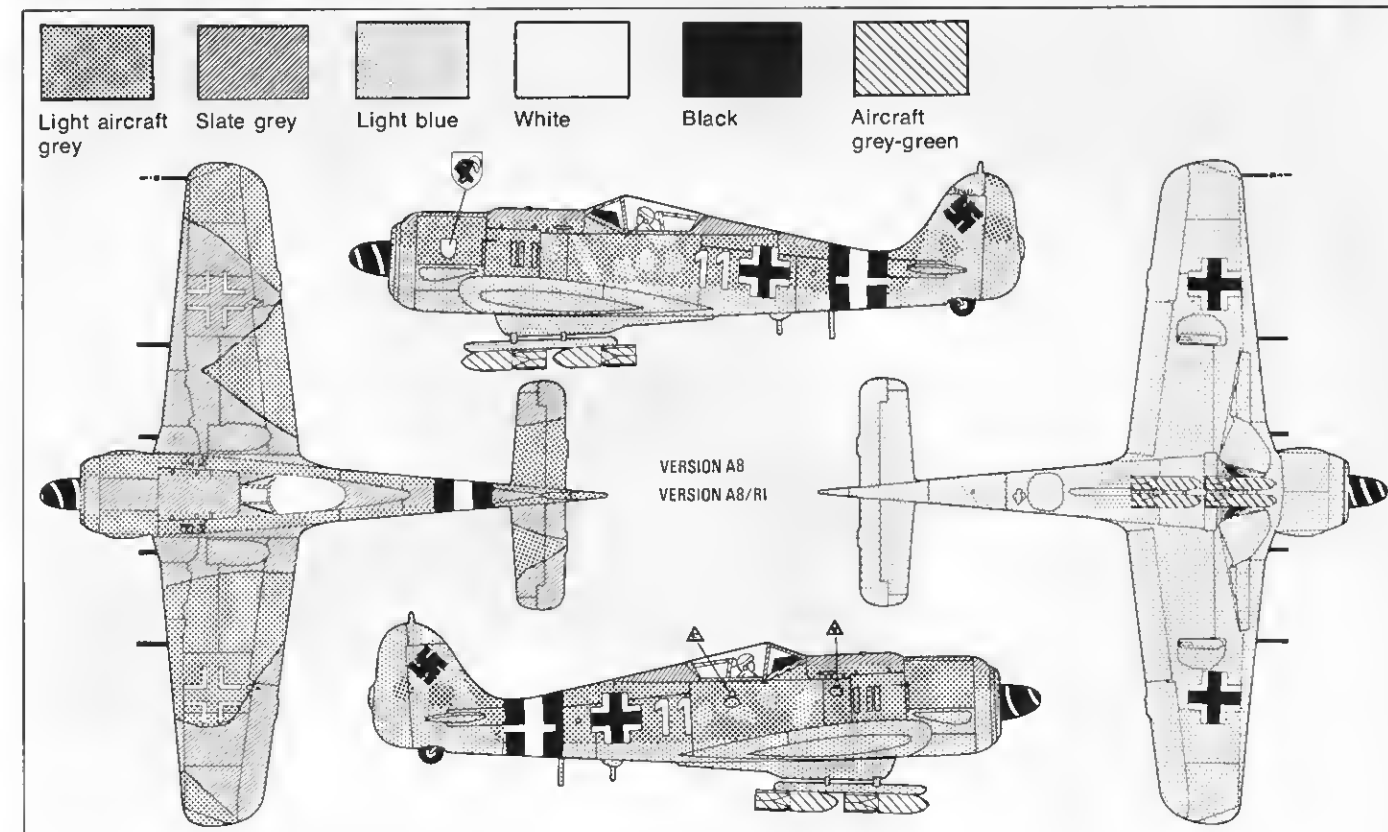
At this stage I also drilled two small holes just aft of the wing root in the port underside of the fuselage for the later fitting of a foot step. The location of this is shown on the port fuselage moulding, Part 3, where it is represented by a fine line, this being the

retracted foot step. Photographs will show that when the FW 190 was on the ground at rest, this foot step was more often than not extended; to include it gives a more realistic appearance to the model. The foot step is made from three small pieces of sprue held together with liquid cement. The FuG 25a ventral aerial, Part 31, was replaced by a finer one from sprue but this was not added until after the model had been painted.

Similarly I also left off the pitot head, Part 36, as well as the wing mounted guns, as all these pieces can easily be broken off during painting. The undercarriage legs, minus their wheels, and the cockpit canopy were fitted in place, particular care being taken with the latter to ensure that it was a good tight fit and no gaps were left under any part of it.

When all parts had firmly set the whole model was given a slight rub down with very fine grade 'wet and dry paper', and then washed in lukewarm water to which just a dash of washing-up liquid had been added. This operation removes all traces of grease which will have accumulated on the model during construction. The model was left to dry thoroughly before the canopy was masked with Maskol — masking tape will do just as well if you can't find any of the liquid masking agents — and while this was drying small but essential tasks were carried out.

During the construction of any model there are periods of waiting when major components are setting and these should always be employed to the full. Small components such as bombs, wheels and propellers can be removed from the sprue, cleaned up as thoroughly as major parts, and painted. In the case of the FW 190 there is plenty to do in this respect, especially if the F-8 version has been chosen. All bombs and their racks must receive careful





hard line camouflage on the wings and tailplanes was masked out using masking tape and the colours applied in the normal way. A subsequent model I made was finished in a similar scheme but this time I used Pactra paints from their Luftwaffe set and found these gave a superbly smooth surface and were very quick drying.

Despite all the claims made by modelers I do not agree that a really authentic mottle camouflage can be achieved with a paintbrush. My own opinion is that an airbrush is the only way this type of Luftwaffe camouflage can be faithfully produced. But not everyone, especially younger newcomers, can afford this particular modelling accessory, so they must resort to other methods.

Of those I have tried, I prefer to use a small piece of sponge dipped into a thin solution of the paint being used to achieve the mottle, dappling this over the base colour. The centre of the mottle, which is usually dense in colour, is touched in with a fine cut-down paintbrush. There are many other methods, such as the use of a stiff paint brush with its bristles cut down and used in a stippling action, to one where a tissue handkerchief is used to dab at the still wet paint. These, and all the others do manage to produce some form of mottle, and until such time as you decide that an airbrush is a worthwhile investment, you must experiment and select the one which suits you.

I mentioned earlier that the cooling fan, Part 24, was dry-brushed with steel paint over its matt black finish which is a good method of breaking up a solid colour and is not difficult to apply. The base colour must be allowed to dry hard, then the colour which is to be dry-brushed is placed on the paint brush, the brush is then wiped on a piece of paper or card until nearly all the colour is removed from its hairs and the

Continued on page 540

The two photos on this page and the heading shot clearly show the advantages to be obtained from use of an airbrush. Note also how much more effective the painted-on Defence of the Reich bands are than any decal.

attention to remove mould lines, as nothing spoils a well constructed model more than to see some of the ancillary parts neglected as far as finish is concerned.

Painting

I always use a Panzer Grey shade to paint tyres as I feel that this has a more authentic rubber look than matt black. Similarly, I also mix some of it with matt black (about two to one) and use this to paint propeller blades, these two painting stages being carried out while the major assembly was drying. The whole model was painted with a thin coat of matt white which serves as a good undercoat for the final paint job as well as highlighting any areas where joins are still showing, or where blemishes have not been properly cleaned up. Should these appear, do not ignore them as they will be very prominent when the model is complete. Treat them with a further gentle sanding or application of filler, then apply another coat of white paint. This might seem repetitive and boring work but it is essential if the model is to look right and remember, there is no hurry to finish, model making is a pleasurable hobby not a race against time.

I always use an airbrush to complete my models, but there is no reason why those who use paintbrushes should not get as good a finish. The secret is to use good quality brushes, which are cleaned thoroughly between each paint application and stored upright, and to apply well thinned paint brushed on in one direction only in two or three thin coats instead of one thick one.

To complete the FW 190 I decided to stick with the scheme shown on the Airfix instruction leaflet but would query the colour suggested. I am inclined to believe that the A-8 depicted by the artist would have used Luftwaffe colours 74/75/76 which are three tones of grey rather than those shown in the drawing which suggests that the underside should be light blue, presumably Hellblau 65 which I think is most unlikely. However, before reaching the final stage I decided to paint the black/white/black Defence of the Reich bands

around the fuselage rather than use the transfer supplied. To do this I masked out the centre white band with a strip of masking tape 4.16 mm wide, this being 300 mm in 1:72 scale. An area either side of the masking tape was then painted black and when this was thoroughly dry two more strips of the same width were used to mask the black paint. The total width of the three bands was therefore approx 12.50 mm which is equal in scale to the 900 mm as painted on the full size aircraft.

The whole underside of the model was painted in 76 which I mixed from Airfix paints using two portions of M13 (Light Aircraft Grey) to one of M25 (Light Blue), and the top was painted in 75 (Airfix M2 Slate Grey) then mottled on the fuselage with 74 (Airfix M22 RAF Blue/Grey). The



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remaining pigment is brushed and worked into the original colour. It sounds a trifle complicated and difficult but is one of those jobs which, once practised on a scrap of plastic and just the right touch is acquired, is simplicity itself.

Towards the end of the war a lot of German fighters had the insides of their wheel wells and inspection panels left in natural metal, so on my model I mixed some steel with silver to tone the brightness down, and painted the insides of the wheel wells with this mix. I also used it to paint the wheel centres and undercarriage legs, but on the latter I picked out the area between the shock absorber caliper in matt black (see drawing in last month's article).

The final task was to apply the decals. I did this by spraying the whole model with gloss varnish, trimming the decals as close as possible to their outlines, applying them with a minimum amount of water, and then when they were dry, spraying the whole model with matt varnish. If you do not want to paint gloss and then matt varnish over your model, trim the decals as neatly as possible then make sure that not too much water seeps from under them as this will stain the matt paintwork.

On my second model I used Letraset markings exclusively. These are rub-down type transfers which are expensive but leave no trace of film and give a real 'painted-on' look that it is difficult to obtain with any other type of marking. Should you decide to specialise in German aircraft, then money invested in these sheets is well spent.

The horizontal II Gruppe marking behind the fuselage cross came from Letraset sheet M8 on both my models, but it can be carefully cut from the transfer sheet where it appears as an integral part of the black/white/black Defence of the Reich markings. Obviously if you do not want to paint these markings as described the whole transfer is used exactly as it comes in the kit.

The spinner, which was painted white during the undercoating stage, had its spiral masked out with a thin piece of tape and was then painted black, after which the tape was removed. Cockpit framing, guns and aerials were all painted and added and the model was completed. The final touch was given by using a very diluted mix of matt black paint which was applied with a size 000 brush along all the aileron, elevator and rudder hinge lines. Capillary action flows the mix along the moulded lines and to my mind, adds just the right amount of 'shadow' where one would expect to see it.

The work described took me about 16 hours spread over a week and the end result was a pleasing model of one of Germany's most successful aircraft and a worthwhile addition to my collection of Luftwaffe aircraft. Conversion potential is plentiful, but there are other models of the FW 190 already on the market, and no doubt planned, so there seems little point in converting the Airfix kit to an earlier A model.

No attempt has been made to correct any dimensional errors since the only one I can find is a discrepancy of about six inches (152 mm) in the span. In 1:72 scale this would be equal to .083 inch (2.12 mm), an amount I defy anyone to pick out with the naked eye! □

British Army uniforms

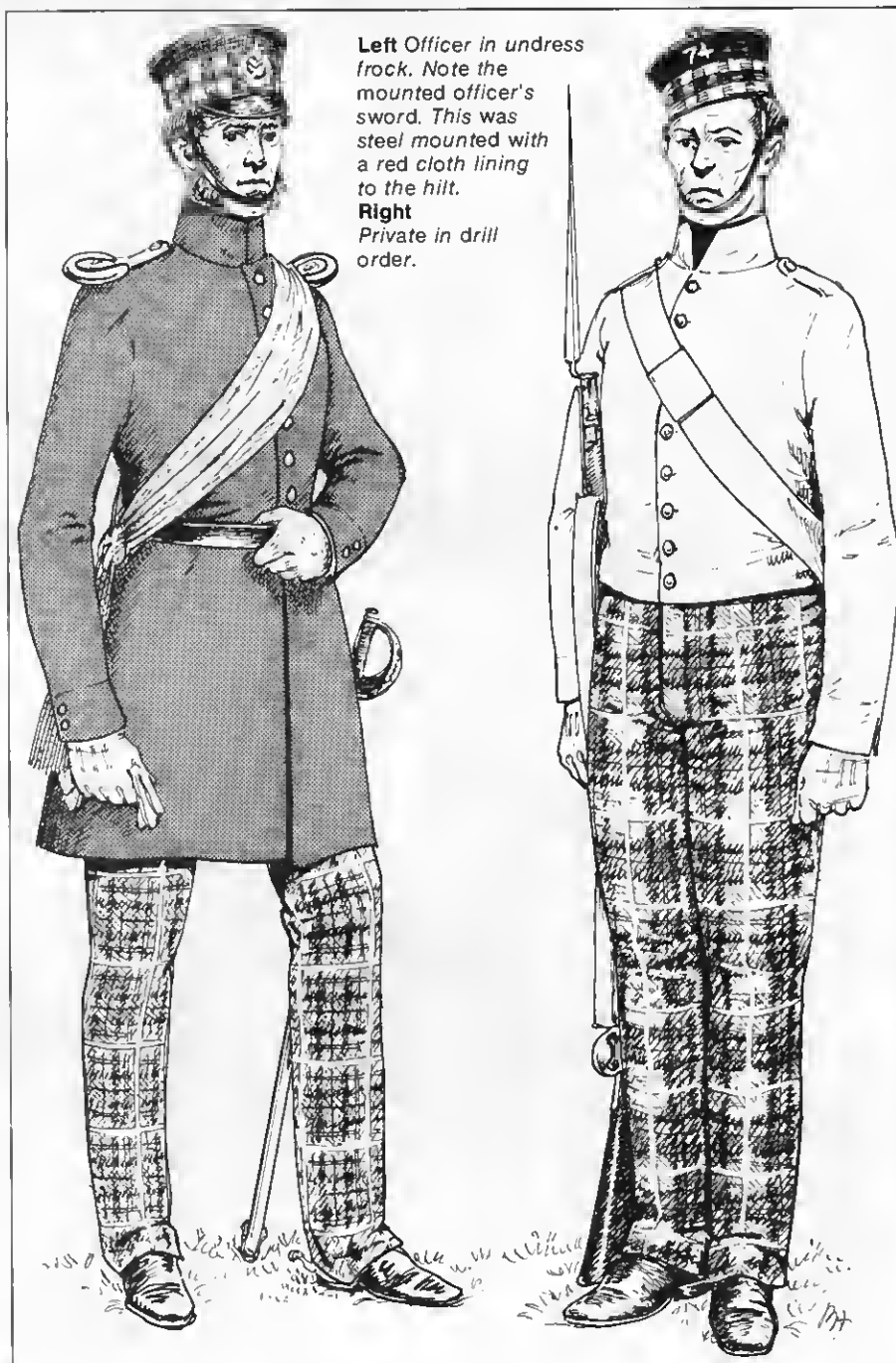
1660-1900

The 74th (Highland) Regiment of Foot 1850-1851
by Bryan Fosten

D. CUNLIFFE painted the Colonel, officers, senior NCOs and pipers of the regiment in 1849. The officers in undress wear blue, soft-topped caps with red, green and white diced bands and with red piping around the upper part. The caps have black varnished peaks, black chin straps and gold embroidered badges which resemble the

circular, crowned badges worn by the other ranks on their shakos.

The body garment is a dark-blue single-breasted, thigh-length frock. The coat has a high Prussian collar and plain sleeves. There appear to be eight gilt buttons down the front, set on in pairs, and a pair of small buttons set on the back seam of each cuff.



Left Officer in undress frock. Note the mounted officer's sword. This was steel mounted with a red cloth lining to the hilt.
Right Private in drill order.



The scale epaulettes have white fields and heavy brass crescents. Over the left shoulder the Highland crimson sash is worn, the tassels hanging on the right hip.

The trews are Lamont tartan (a pattern very similar to the Black Watch or Government sett but with a white stripe running through the green, one such stripe falling in the centre front of each leg). Black riding boots worn beneath the trews showing screwed spurs were worn by mounted officers.

The sword is the Highland broadsword with full basket pierced-steel guard lined with red and worn on a narrow black waist-belt and black slings (mounted officers affected a simple guard). The belt fitted with a brass hook to catch up the sword. White gloves complete the uniform.

The officer in full dress wears a bell-topped black felt shako with a diced band, gilt Thistle Star plate and black cap lines, double plaited, across the front of the cap. The cap lines are caught up on gilt ornaments, the brass chin scales from rose ornaments. White over red ball ornament in a gilded cup.

The coatee is scarlet, faced white, with red cuff flaps and white turnbacks. The collar and the cuff flaps are covered with loops of heavy gold lace. Gilt buttons are set on in pairs down the front and on the cuff flaps and the pocket slashes in the skirts, which also have gold loops set on in pairs. There are two buttons at the centre rear waist. White Turnbacks are white, probably with Thistle Star ornaments. Epaulettes are gold bullion fringed. Over the right shoulder is worn the buff sword belt with a rectangular gilded belt plate decorated with a silver star and the Elephant. The broadsword is carried on white slings. Over the left shoulder the crimson sash is worn with the full tartan scarf crossing over the breast. Gloves are white. A narrow gold belt with rectangular gilt plate with Thistle Star ornament supports the ornate Highland dirk in a black leather gilt-mounted scabbard. Tartan trews, riding boots and spurs complete the uniform. The Field Officers carried the sword on a waist belt.

Sergeant Major in Full Dress 1850 Black shako with the diced band and black cap lines plaited across the front. Brass Thistle Star plate. No brass fittings to catch up the cap line as shown on the officers' caps. Probably small black metal hooks. White over red ball ornament and brass chin scales.

Scarlet double-breasted coatee. White collar, shoulder straps, cuffs and turnbacks. Red cuff flaps. Collar and cuff flaps decorated with white lace loops. Buttons, which seem to be pewter but could be silver, in pairs down the front of the coatee and on the cuff flaps. Two buttons on the back ends of the loops on the collar. White wings edged with broad silver lace and with what seems to be a strip of steel curb chain down the centre of the shell. Gilt ornaments, not clear but could be numerals. Four silver chevrons on white cloth on both sleeves surmounted by large Crowns. Steel-mounted dirk. Full tartan scarf. White gloves. Officers' pattern broadsword. The sword is carried on a white buff shoulder belt with a breast plate. The design of this is not visible in the original but probably follows the pattern of the officers' plate. Tartan trews.

Perhaps the first made-for-the-purpose service dress (after A. N. L. Browne).

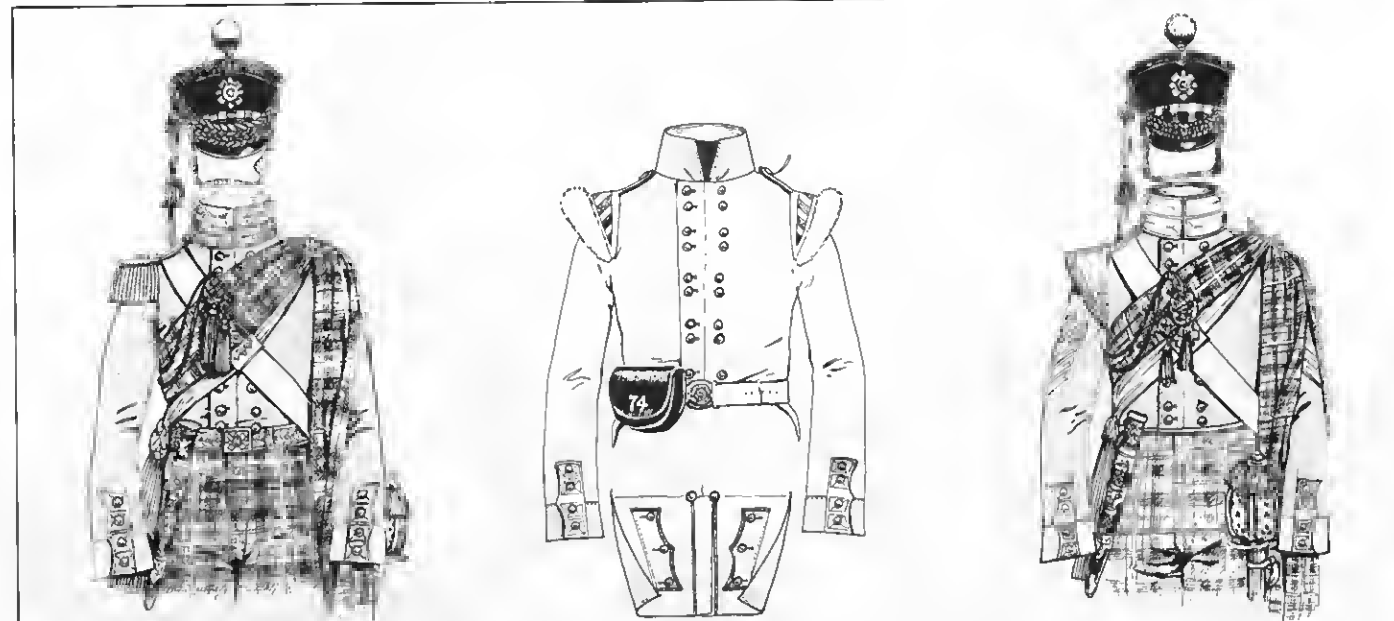


Private in Drill Order 1850 The blue Kilmarnock-type bonnet with a diced band and a large red '74' on the front. There is a small brass badge above which is not clear in the original. This could be the Elephant. White shell jacket with a high standing collar and white shoulder straps. The sleeves are plain, the cuffs the round pattern with buttons on the back seam. Four or five pairs of pewter buttons down the front. Tartan trews. Bayonet belt only with brass plate.

Bandsman in Full Dress 1850 Shako as described for the Sergeant Major. Black ball ornament. White double-breasted coatee with red collar, cuffs, and turnbacks. White cuff flaps. Two red pipings from the waist buttons at the rear to the

bottom of the skirts. Red pocket pipings in the skirts, three buttons only. White shoulder straps, piped red, and red wings with white bars of lace. Full tartan scarf crossing the breast and tartan trews. Waist belt with black music pouch on the right side. White metal numeral on the pouch.

The regiment served in Ireland from 1847 until March 1851. On the 16th of that month it sailed for South Africa to take part in the Kaffir Wars. The regiment arrived in Simon's Bay, Cape of Good Hope on May 11, and proceeded to Fort Hare where it joined the Division under Major General Somerset. While the 74th was at Grahams-town on its way forward the Hottentots revolted and attacked a mission station at Theopolis. Four companies of the regi-



Left The officer's full dress uniform with gold laced waistbelt from which is suspended the gilt mounted dirk. The shako cords and lace are black. **Centre** Bandsman's uniform. There is no lace on the red collar. The small loop on the left shoulder strap button is to retain the tartan scarf. **Right** The Sergeant Major's full dress as described in text.

ment, commanded by Lieutenant Colonel Fordyce, together with some native levies, destroyed the rebel's camp and captured 600 head of cattle. The regiment then proceeded to Fort Hare, arriving on the 12th.

Fordyce had seen in his taste of action that the clothing of the regiment was totally unsuitable for campaigning in Africa and whilst there he was responsible for some startling changes in the dress of the men and what was probably the first real service dress worn by the British Army.

Shakos, bonnets, red tunics, black polished pouches, and pipe clayed equipment all went into store and the regiment was issued with common untanned leather belts and pouches made locally. An admirable substitute for the tunic was found in the short-skirted canvas 'slop' frocks of which a couple were served out to each soldier proceeding on long sea voyages. These had been carefully preserved when the regiment landed and now, with the aid of coppers and mimosa bark, were dyed a deep olive brown which corresponded admirably to the terrain in which they were fighting. The Regimental History says it was the least conspicuous dress of any regiment in the field, not forgetting the Rifle Brigade and the 60th, both of which corps had battalions engaged.

The cuffs and the shoulders were 'strapped' with leather and these rough-looking, but very serviceable coats, were worn by both officers and men during the whole period they were engaged in the field. The blue forage caps with diced borders and red numerals completed the costume, with the trowsers of course.

On page 630 of *The History of the Highlands Regiments*, dealing with the 74th there is a steel engraving from a sketch by Lieutenant W. R. King of the regiment, and in the Regimental Museum there is a finely finished drawing of this dress by Captain A. N. L. Browne, together with two water colours of the campaign showing the same uniform.

However, perhaps the most important evidence, is the work of T. Baines. This fine

landscape painter was present as a kind of military observer during the campaign and produced two fine canvases which, while ostensibly showing the terrain, and the flora and fauna of the area, beautifully portrays the British Army in action. There are two colour transparencies kept in the Library of the National Army Museum. One is entitled 'The 74th and 12th' Regiments coming out of the Water Kloof'. This shows the dress we have described although Baines painted the jackets much lighter than one would expect. The men all wear the forage caps with diced bands and they all have red 'touries' on top. Most, but not all, seem to have the peaks. The canvas jackets have come out as natural canvas colours. Close examination shows some have darker edging to the cuffs and on the shoulders. They have low standing collars but plain sleeves. The men all carry light brown knapsacks which have two black vertical straps. One or two have what look like metal canteens of the longer German type strapped on the lid. They all have brown cartridge pouches on the fronts of their waistbelts. Over the right shoulder they carry a white haversack and over the left what looks like a small barrel canteen. They all wear tartan trews. The only officers visible are carrying what seem to be the regimental colours which have light coloured canvas cases. They march at the rear of the column.

It is an interesting contrast to note that the 12th Foot are shown wearing red coats although even these are clearly not the full dress coatee. If they were originally coatees they are certainly adapted for they have no lace loops and appear to be plain red and with shortened skirts. Most seem to have brown or off-white trousers and, although some wear blue forage caps with or without peaks, others wear broad-brimmed round-topped hats of either canvas or brown felt. One looks like a straw hat which also seems feasible.

The second painting called 'The Destruction of Mocambo's Stronghold' shows several groups of soldiers, among them some

wearing the canvas jackets but longer-skirted than the shorter kind worn by the 74th. Most of the troops in this picture wear red coats; one or two are in blue, some have white and others grey but mostly brown trousers. Nearly all wear the broad-brimmed hat, either brown or pale fawn in colour, although some do wear the blue forage cap. Equipment is brown and some men have overcoats or blankets rolled over one shoulder. The artillerymen are dressed in blue with broad red stripes down their trousers; one even seems to have a red collar. One wears the broad brimmed hat.

The Norfolk Museum's brochure on the life and work of Baines has a fine picture called 'General Cathcart's Army Crossing the Orange River'. Although in monochrome this painting adds more to our knowledge of the service dress worn in this campaign. The 12th Lancers, for example, are shown wearing blue shell jackets and trousers and forage caps with peaks and neck curtains, and a regiment of infantry marching across the painting wears the type of pale leather equipment as we have described, rolled blankets, and mostly broad-brimmed hats. The cover is unfortunately not in colour but the men seem to be dressed in red adapted coats.

An original painting in the Officers' Mess shows a slicker version of the same costume although the skirts of the canvas jackets are shown longer than Baines' portrayal and the equipment is the standard type with white waistbelt and pouchbelt. The knapsacks are as shown in the Baines style, very light brown, but the straps are white. The men carry bayonets in frogs, and canteens on the right hip. This painting seems a more modern rendition of the unique costume. The men wear neat small forage caps with peaks, diced bands and chin straps but do not have the red 'tourie' on top. A curiosity is that the Kaffirs called the 74th 'Tortoisies' or 'Tortoise soldiers'. This was because they wore tartan trews which, to the savages, seemed to resemble the carapaces of the tortoisies which abounded in that region of Africa.

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
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Wheels of the RAF



Preparing for D-day. The Fordson 15-cwt attending the Stirlings bears the 'D' of AEAF and the '136' denoting the airfield. On the opposite side it has 'MAX SPEED 35' and its RAF number below. Adjacent is a Fordson tractor for moving aircraft.

changed to camouflage green and dark tarmac.

It was usual to mark on the top of the offside front mudguard a 6 x 6 inch patch of brown gas detector paint, normally visible to the driver from the cab. But just over a year later, in September 1943, gas detecting paints were introduced for overall finishes on production, with colour changes to a so-called MT Brown Special and a quick-drying Matt Black. The theory was that MT when stationary are normally near airfield buildings, and often in shadow, hence the black. While this was appropriate for the coming winter, it was not deemed suitable in the summer of 1944 so in June that year olive drab replaced the brown — but the black remained. This scheme was short-lived, for in September 1944 olive drab was adopted as the overall

A No 84 Group radar convoy, somewhere in France 1944-45 with vehicles, previously in olive drab with black patterning, which have been given an olive drab wash overall. The large roundels on the side were a marking peculiar to the 2nd Tactical Air Force.



Part 9 — WW2 camouflage and markings by Bruce Robertson

FROM THE consistent standardised finishes of peacetime, the finishes of RAF mechanical transport fluctuated wildly in the years of World War 2 due to differing views on the most effective camouflage. At the same time a system of unit identification markings was introduced so that, in effect, this was the most colourful period for RAF MT, albeit the colours were of rather drab shades.

Camouflage

In the first year of the war RAF vehicles remained in their peacetime blue-grey. With the Battle of Britain bringing aerial activity over the south and east, many vehicles were camouflaged in non-standard schemes, using either the Dark Earth and Dark Green of aircraft camouflage, or the greens and browns of industrial camouflage shades used for buildings.

The first overall directive on a standard camouflage scheme for MT was promulgated to the Service in August 1941. This order decreed that all vehicles would be camouflaged, including impressed vehicles, but excluding locally hired transport and cars issued to air ranks (Air Commodore and above).

Unlike aircraft, where weight problems precluded overpainting, the vehicles were

camouflage colour and black patterning was discontinued.

It was not until April 1946 that a peacetime scheme was introduced; then the matt olive drab gave way to semi-gloss finishes which will be covered later in the series. In the years 1941-1946 there had been five changes, but these were not generally effected by the dates decreed. The date changes given relate to the time the new camouflage policy was adopted; while this applied almost immediately to new production vehicles, those in service did not change until their next re-painting was due. Also, even when olive drab was adopted overall, some factories were using up large stocks of the brown paint.

General identification markings

An RAF identification number was introduced for individual vehicle identification, prefixed by the letters RAF, but a great number of vehicles for home use, impressed or hired, carried normal civil registrations. To identify all as RAF service vehicles to ease police and service traffic control, the familiar RAF roundel was adopted as a service marking in April 1941. This was to be marked either on the front of the offside wing, or positioned on the off-side front of the vehicle. The dimensions were as drawn for all four and multi-wheeled vehicles, either hand-painted or by using stencils, but in June 1944 transfers were introduced.

A Command and unit identification system for RAF vehicles was also introduced in April 1941. A letter, indicative of the command, was to be marked above or opposite the roundel in 5-inch white letters. This was to be followed by a number, in smaller size, allotted by the Command to

signify a particular formation or unit within the Command. For security reasons this was a code number not a squadron or unit number. The letter and number was also marked on the rear of the vehicle, towards the nearside, some three feet off the ground, but the positioning varied to avoid being obscured by equipment such as spare wheels.

The indicative letters allotted in this system, which lasted until 1950, was as follows: **A** Army Co-operation Command (to June 1 1943); **A** Airfield Construction Service (from 1943); **B** Bomber Command; **C** Coastal Command; **D** Allied Expeditionary Air Force (Mediterranean and Middle East up to 1944 then Allied Expeditionary Air Force); **F** Fighter Command (known as Air Defence Great Britain, November 1943 to October 1944); **H** Technical Training Command; **K** Balloon Command; **L** Air Transport Auxiliary, University Air Squadrons and Air Training Corps; **P** Petroleum Board; **Q** HQ Transport Command Planning Staff (1944 only); **R** No 60 Group; **S** Colonel Turner's Department (cover name for camouflage and decoy services); **T** Flying Training Command; **V** No 44 Group; **W** Air Ministry Works Department; **X** As 'S'; **Y** Tactical Air Force (1943 only); **Z** Ministry of Aircraft Production.

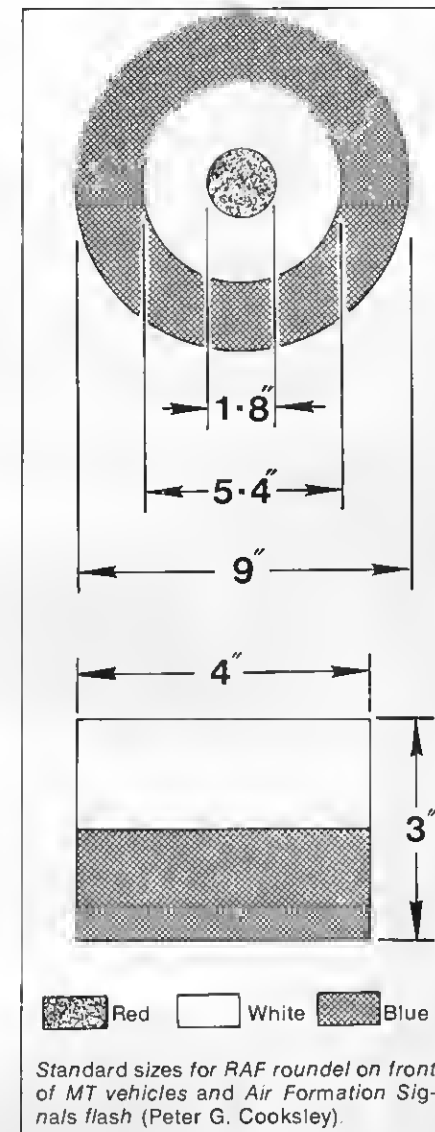
Special markings

Two RAF organisations were permitted special markings: RAF Bomb Disposal Unit vehicles were marked with red bands and the letters BDS and from mid-1944 RAF police were permitted an 18 x 6-inch board on the front of their vehicles with words 'RAF POLICE'.

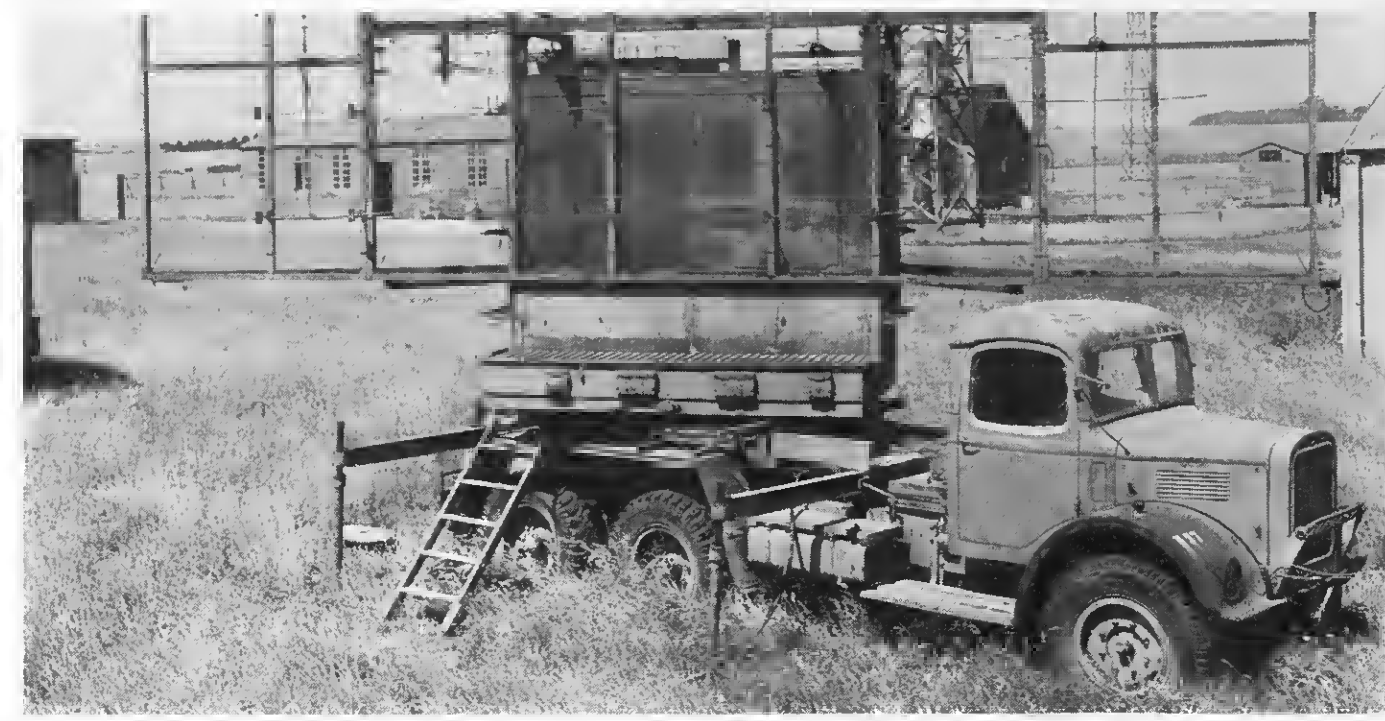
A blue and white flash, colours of the Royal Signals, was carried 1944-45 by RAF vehicles of Air Formation Signals, mobile wireless and radar units and by letter delivery services. This was painted on the inside of the windscreen at the top on either side.

Detail markings

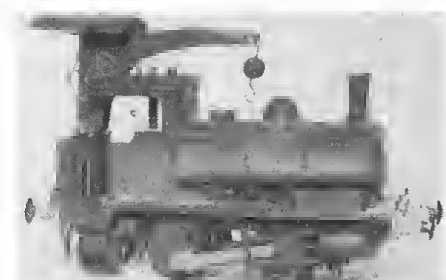
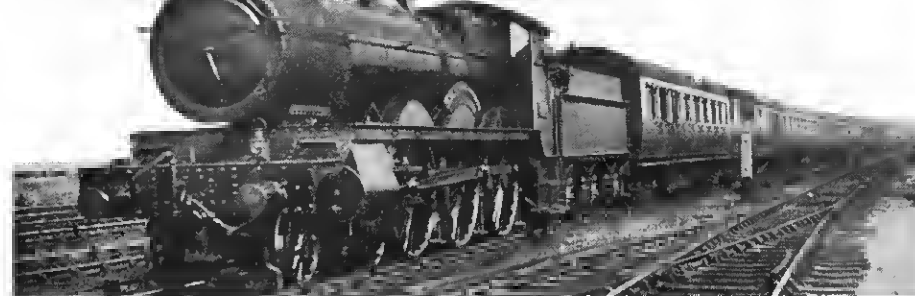
The detail markings on MT were normally in 2½-inch characters from zinc stencils for



Austin K6 3-ton general service truck of which over 13,000 were built during World War 2, seen adapted to carry a Radar Type 7 array. This Austin, RAF 99798, bears the coding 'H27' on its wing, 'H' for the Command and the number for the Signals School at which it was serving.



Rail Review



Pug conversions. Above A crane model based on a Beyer Peacock design of 1885. Below top and centre Two articulated engines by Jim Runfeld using two Pug kits each, a Fairlie and a Garratt type. Bottom Two more very different Pug conversions depicting a Hunslett-type 0-4-2T three-foot gauge loco and a model of one of the six foot six inch loading gauge locos built for Beckton Gas Works.

a model railway layout. If any readers have made interesting conversions from the Airfix 'Pug' I would be pleased to see photographs of them for possible publication in 'Rail Review'.

0-4-0 'Pug' Saddle Tank conversions by Michael Andress

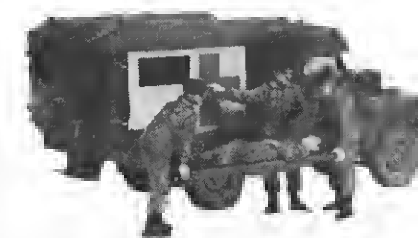
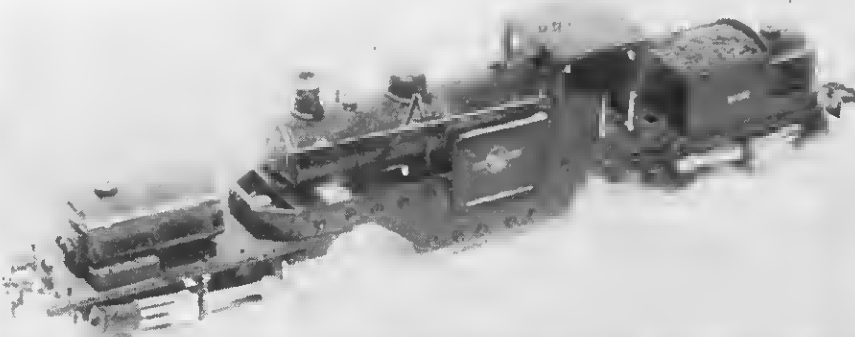
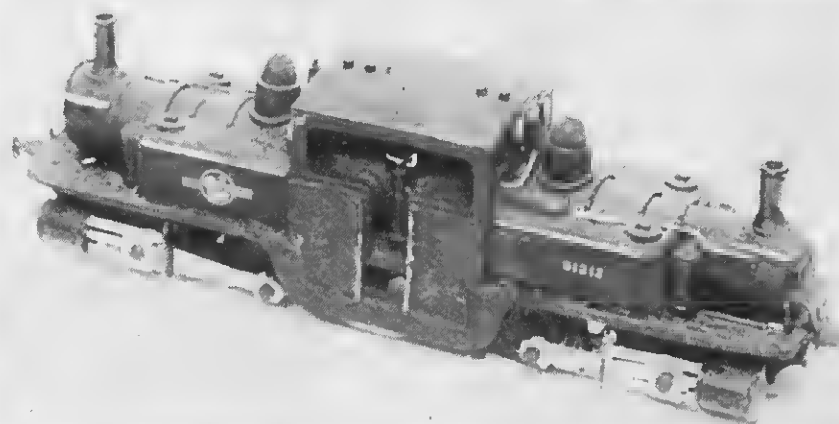
IN A previous article I set out some of the reasons why I feel the use of static unpowered plastic locomotive models on a working model railway layout is a good idea. The models are utilised as scenic additions and can provide extra interest at very little cost. I also mentioned that the kits have excellent potential for detailing, modifying and converting. This month I would like to show you some examples of 'kit-bashing' as it is sometimes rather unkindly called, using the Airfix 0-4-0 'Pug' Saddle Tank Locomotive kit as a starting point. This is the ideal basis for this type of work. The kit is inexpensive, easily obtained and simple to modify. The conversion possibilities for this model must be almost unlimited and I find the temptation to make alterations irresistible; although I have constructed several of these kits every one has been as a conversion and I have yet to build one as the makers intended!

Rather than provide detailed instructions for a specific model I would like this month to show you some examples based on widely differing prototypes. I hope that the pictures will give you some idea of the possibilities and will encourage you to try some conversion work for yourselves. In a future article we can look at a particular conversion in detail.

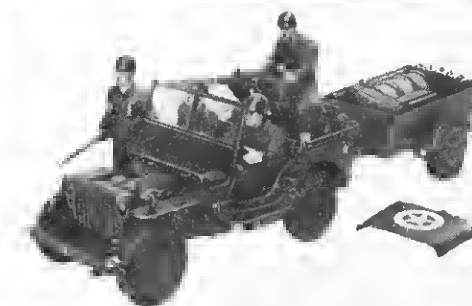
The models illustrated here are all based on actual prototypes, using photographs and/or plans as a guide though some modifications have been made to permit kit parts to be utilised. Construction was straightforward and models of this type are good projects for beginners; if a particular conversion is unsuccessful little has been lost as the kits are inexpensive and it may be possible to use some of the parts for other models. The locomotives illustrated were built from 'Pug' kit parts together with some parts from other kits, a few commercial parts such as domes, handrail knobs,

wheels, etc, plastic card and odds and ends from the scrap box.

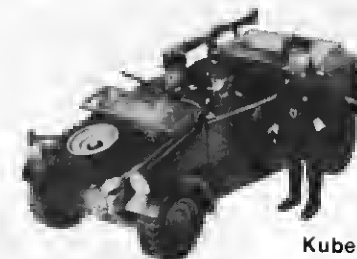
With care in construction, finishing and painting plastic locomotive kit conversions can be very realistic and attractive. They are suitable for showcase display, for use in static dioramas of the type popular with military modellers, or as scenic additions to



British 3/4-ton Ambulance Rover 7. A post war vehicle used solely as transport for the wounded.



U.S. Willys Jeep MB. The world-famous jeep. During World War II about 640,000 were produced.



Kubelwagen. Styled after the Volkswagen it was the most famous of the German military vehicles.



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SOME THREE years ago both my regular wargaming opponents departed for distant parts and, because the nearest club is a 50-mile round trip and individual opponents are hard to find in rural areas, I was faced with solo games as the only outlet for my wargaming obsession. As I had already found solo games fascinating but lacking in challenge, ie, that eyeball-to-eyeball confrontation which gets the adrenalin flowing and screws the nerves up tight, I decided my only course of action was to develop solo gaming to the ultimate and refight the campaigns of the French Revolutionary and Napoleonic Wars of 1792-1815.

The next two years were spent setting up strategic and tactical rules, researching 1792 (absolutely no detail in the history books, of course, as Napoleon doesn't come into the picture until 1794), converting and painting hundreds of figures, making transport, etc. 1792 was refought dur-

Below left The start of a 1792 game called *Meaux (outside Paris)* where the French at last managed to halt the combined Austro-Prussian armies attacking from two fronts, and gained a brief peace - during which they re-armed for the 1793 campaigns! **Below right** The *Juilly Redoubt* west of Meaux, subsequently lost by the French. The limbers and caissons shown here will be modelled towards the end of this series.



Napoleonic Wargames Figures

First part in a new series of Airfix figure conversion ideas from Terry Wise

ing the winter of 1975-6, with some postal help from Stuart Asquith and Johnny Johnson as Austrian and Prussian commanders-in-chief. Although very enjoyable and satisfying, the campaign ended in disaster for the French (myself!). When one recreates the scene it becomes difficult to see how they ever won!

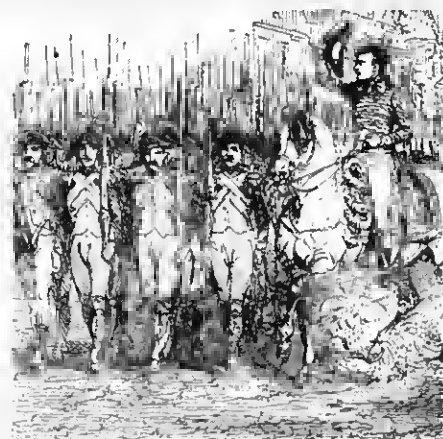
Because of the vast armies needed for such an ambitious project, which looks likely to dominate my next 20 winters, I developed my wargaming armies almost entirely from the Airfix HO/00 Waterloo sets. Obviously there can be few people who wish to refight 1792-1815, but there must be many refighting individual campaigns or battles other than the Hundred Days, and the purpose of this series therefore is to show the potential of the Airfix range for periods other than 1815.

The first problem to occur is the drastic change in uniforms during the 1792-1815 period. The major change was from bicorne to shako so, to simplify matters, and because the Revolutionary Wars are not exactly popular with wargamers, I have decided to limit the coverage of this series to 1805-14, during which time the most common headgear was the shako. (1815 figures come straight from the box and do not need coverage here: see Robert Gibson's series on 1815 uniforms and conversions in *Airfix Magazine*, December 1970-August 1971.)

Even so, uniforms still altered considerably during this span of ten years. For example, the Portuguese Legion cavalry of 1809 wore a crested helmet and had a brown coat with red plastron and light blue breeches; from 1812 it was dressed in the style of French Chasseurs à Cheval with a shako and all-brown uniform. Because my figures are to fight in all the campaigns of

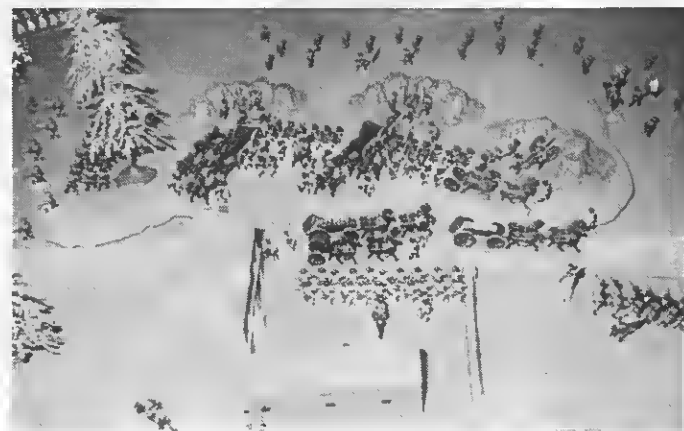
1805-14, I chose uniforms for them which remained in service for some time, and turned a blind eye to such changes. In these articles I shall try to provide some alternatives and I hope the result will be sufficient ideas and basic uniform information to enable large numbers of units for all the armies involved in this decade to be created.

The chief gaps which must occur, because the Airfix figures are Waterloo ones, are in the British and Prussian armies. With the British figures the problem is the Waterloo shako: this was not authorised until 1811 and it is doubtful if units in the field received it before 1812. The problem with the Prussians has been their distinctive system of equipment straps, which cannot be easily duplicated



on existing Airfix figures. Until the promised Prussian set materialises, the only alternatives are to buy the far more expensive metal figures or ignore the strap detail and carry out a simple paint job on French infantry figures.

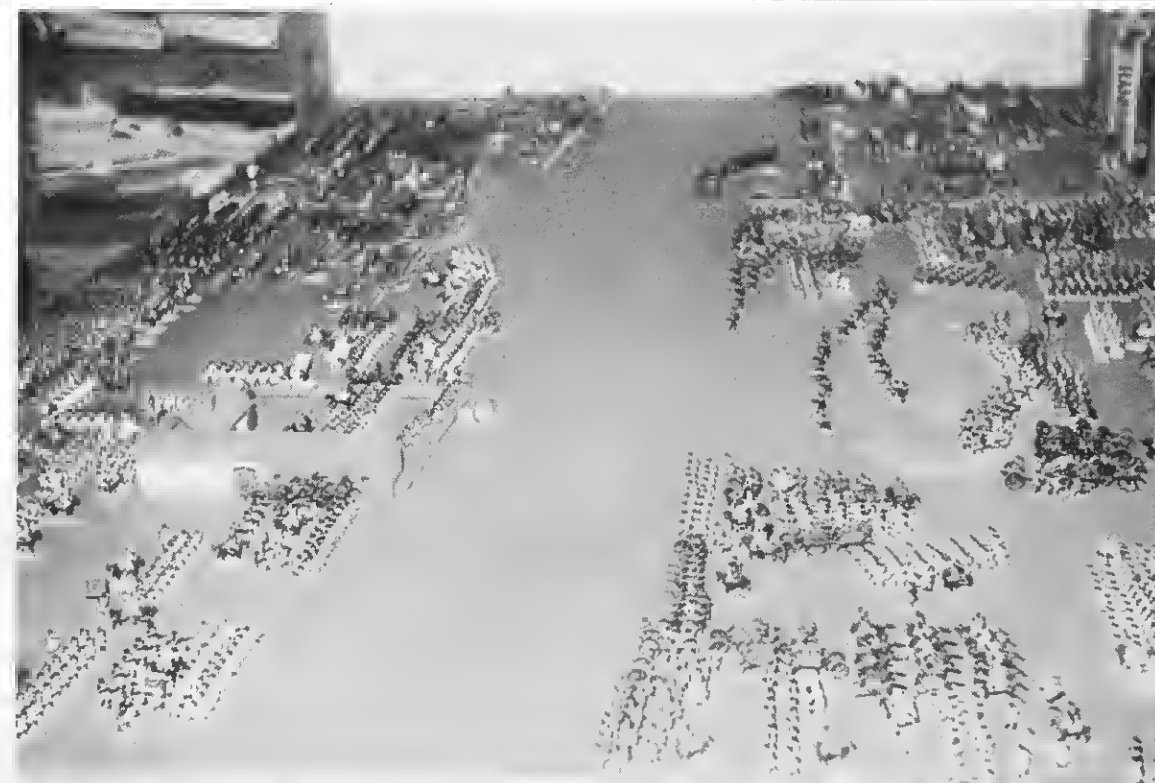
With these examples of the limits on accuracy in mind, I feel I should also state at this point that I am by no means an expert on uniform; my interest has always been what the men did rather than what they wore while doing it! My wargame armies are not immaculately painted in fine detail, for I find that once they are placed on the table the detail blurs into coat and facing colours only - which makes for easy identification - and their corporate identity as a regiment is all that matters in the game. Because of this approach to the hobby, I have excluded from conversions fine detail such as added bayonet scabbards, which would in any case soon get knocked off on 'active service', and have restricted painting details to essentials. To



Far left French troops during the Revolutionary Wars. The bicorne hat shown here was worn by French armies prior to 1806 and cannot be easily reproduced from the Airfix figures.

Left A review of the troops.

Right A wargame set in 1814, with the Allies (Austrians, British and Prussians) on the right fighting the French, Germans and Saxons. With the exception of Staff, all figures are from the Airfix sets, as are all those shown in the other photos.



save space when listing uniform details, it will be assumed (unless stated otherwise) that belts are white; boots and pouches black; scabbards are black with brass fittings; and swords and bayonets have brass hilts

Sources

Information on uniforms has been gathered only from books which are readily available and from the hobby's magazines. Readers wishing to obtain finer detail for any specific unit should consult these works. In the Blandford Colour series: *Uniforms of the Retreat from Moscow, 1812*; *Uniforms of Waterloo*; *Military Uniforms of the World*; *Uniforms of the Napoleonic Wars*. All the relevant titles in the Men-at-Arms series; those by Seaton have limited uniform information, and those by von Pivka, although filling many gaps, are sometimes confusing when comparing plates with text. Martin Windrow's *Military Dress of the Peninsular War* is excellent. René North's *Soldiers of the Peninsular War* and *Paint-Your-Own* cards series are useful, as is Major Barnes' *Regiments & Uniforms of the British Army*. The two volumes of L. & F. Funken's *Arms &*



Uniforms of the Napoleonic Wars are needed to fill the many gaps which exist in uniform coverage for our period, but, apart from the French and German material, should be checked against other sources for accuracy whenever possible.

Conversions

The soft plastic used for Airfix figures prevents extensive conversion and to my knowledge there is no adhesive capable of joining pieces together securely enough to withstand the constant handling of wargaming. (I have not tried the newer adhesive which will cement your fingers together in 30 seconds, but please do not recommend any others - none of them work for more than a few games!) Therefore, almost all my conversion work is achieved by swopping heads, joining them to their new bodies with pieces of pin. All horsemen should be secured to their saddles by the same method, while a fast epoxy resin will secure horse to base with reasonable efficiency. Piano wire is used for flag staves and lances, and the pointed ends of pins for swords. Paper for flags, fuse wire, cardboard and balsa are the only other materials needed.

Figures

The figures used will naturally be from the Airfix Waterloo range, but a greater variety of units can be created by using the British Grenadiers, Washington's Army, World War 1 Germans, Wagon Train, ACW Artillery and CSA Infantry sets. The Waterloo RHA set is used extensively for cavalry and heads and my method may sound extravagant, but at the end of the series the guns and horses are all used up in other conversions. It is recommended all spare parts be kept, as there is a fair amount of swopping around.

We start the ball rolling next month with the Austrians, who are all too often poorly represented in wargames armies, yet who fought valiantly against Napoleon in many campaigns. □

Below left A Prussian assault on high ground held by the French. Note the Prussians are made from the marching figure in the French Artillery set, this figure being very different from all other French foot figures. **Below right** A Peninsula wargame (Castalla, 1813) with the British, helped by some Brunswickers, in the foreground.



HANSA BRANDENBURG W33



Early Heinkel-designed monoplane described and illustrated by Harry Woodman

ERNST HEINKEL began his career in aviation rather badly by crashing his own home-made aeroplane and severely injuring himself. He also lost what little money he had but not his enthusiasm for aviation. He joined the LVG Co at Johannisthal near Berlin and, on the suggestion of Hellmuth Hirth, transferred to the Albatros Company as a designer. During his time with Albatros he designed some of the most significant machines in German aviation including a beautiful racing monoplane which Hirth flew as a seaplane at the Bodensee Wasserflug in 1913. In the same year, Heinkel produced his DD biplane which was the progenitor of a whole series of two-seat aeroplanes which served in large numbers with the German Air Services during World War 1. Having helped to place the Albatros Co on the aviation map, Heinkel left them in May 1914 to join the new Hansa und Brandenburgische Flugzeugwerke GmbH. According to Heinkel himself he produced more than 40 aircraft types during the war which included a number of seaplanes for the German Navy.

In 1916, Heinkel designed a single-seater scout machine for the Austro-Hungarian Army Air Service (*K und K Luftfahrtruppen*). This became the famous D1 'Starstrutter' with its very deep rear fuselage and tiny rudder, a feature which was to be perpetuated in many subsequent Brandenburg designs. A slightly larger and more powerful version of the D1 fitted with floats appeared late in 1916 and was given the designation KDW. Some 58 of these small seaplanes were delivered and a further two

W 11s which were a slightly larger and more powerful version. Unfortunately their performance was rather less than that required and in 1917 Heinkel produced the W 12, a two-seat biplane which was to be produced in large numbers and which, in the hands of such pilots as Oberleutnant Christiansen, was to become a very effective fighting machine over the waters of the North Sea.

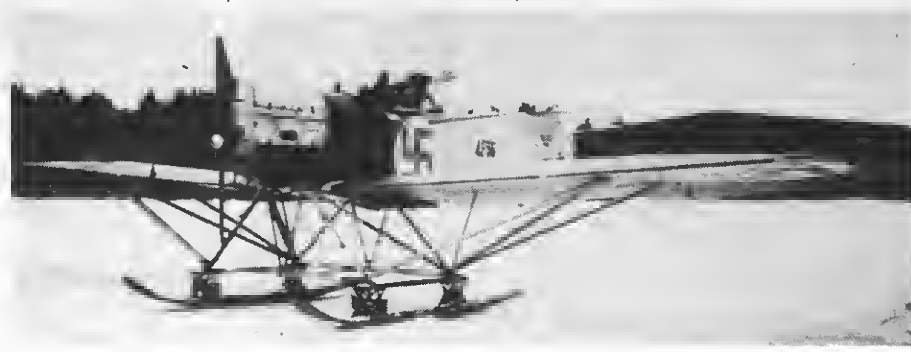
According to Heinkel, he first conceived the W 29, the first of the series of sea monoplanes, on the back of a wine list. By merely removing the top wing of the W 12 biplane and increasing its span he produced one of the most effective fighting machines of the war. In fact, the wings of the W 29 were not only of greater span but of a completely new design with a characteristic thickening of the wing section at the point where the lower support struts

The last surviving A 22 seen here at Helsinki International Airport after being completely refurbished by Finnair. This machine is now exhibited at the museum at Tampere (with detached floats because of height problems) (Kari Stenman).

met the wing. It should be said that, although Heinkel, in his book *He 1000*, claims sole responsibility for designing the W 29, some historians are of the opinion that the designer Klemm had a hand in it. The W 29 design was further developed and one other saw service before the war ended, this being the larger W 33, a number of which saw service as a replacement for the W 29s. The last two in the series were the W 34 and the W 37, both of which appeared after the war. The W 37 was developed and produced in Sweden in the early 1920s by the Caspar Werke as the S 1. The Brandenburg Co went into liquidation in 1919 but in December 1922, the new Ernst Heinkel Flugzeugwerke AG was

Continued on page 552

Finnish A 22 on skis (Finnish Government Official).



Revell's New Space Shuttle

NASA's Space Shuttle is the most important step in space exploration since Neil Armstrong set foot on the moon.

The Shuttle 'Enterprise', named after the starship in TV's 'Star Trek', makes its maiden orbit this year.

The Space Shuttle Orbiter is the world's first re-usable spacecraft. After re-entry to the earth's atmosphere it lands like a conventional aircraft, and within two weeks can be readied for another mission.

It's the biggest aerospace event of the year, and Revell have two brand-new kits to help you join in the experience.

First, for a really stunning kit, you can buy the 'Enterprise' Shuttle complete with NASA's specially-modified 747 Jumbo Jet which will carry it, and other orbiters, to the launch site.

This impressive double kit includes close-up detail of both aircraft. There's superb accuracy with the 747's big J9 engines, optional position landing gear, modified tail section and all the struts which make piggyback carrying possible.

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Both Revell Space Shuttle kits will be in the shops soon. Why not look them over? Surely the world's first true spacecraft deserves a place in your collection.

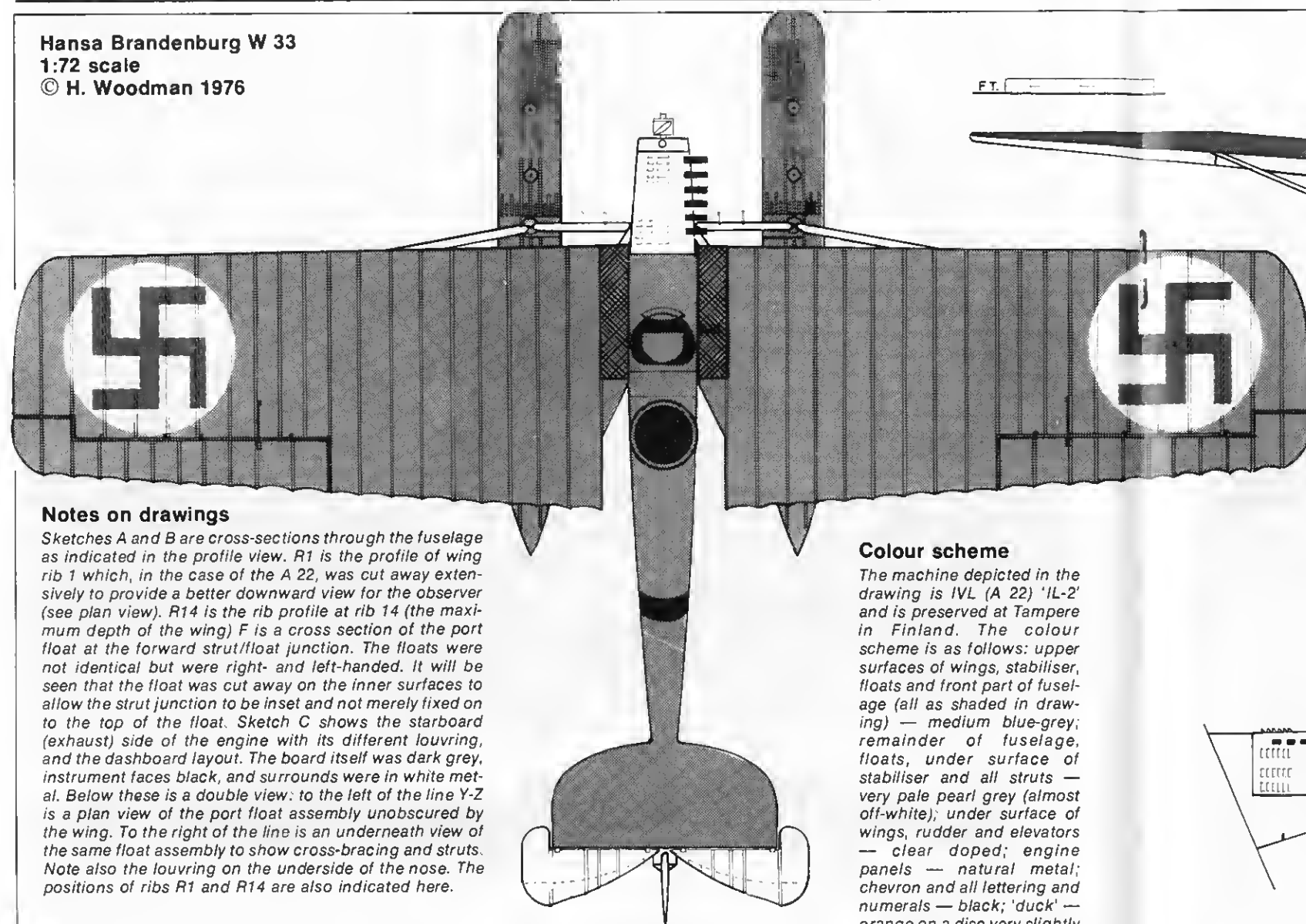
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Hansa Brandenburg W 33
1:72 scale
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Notes on drawings

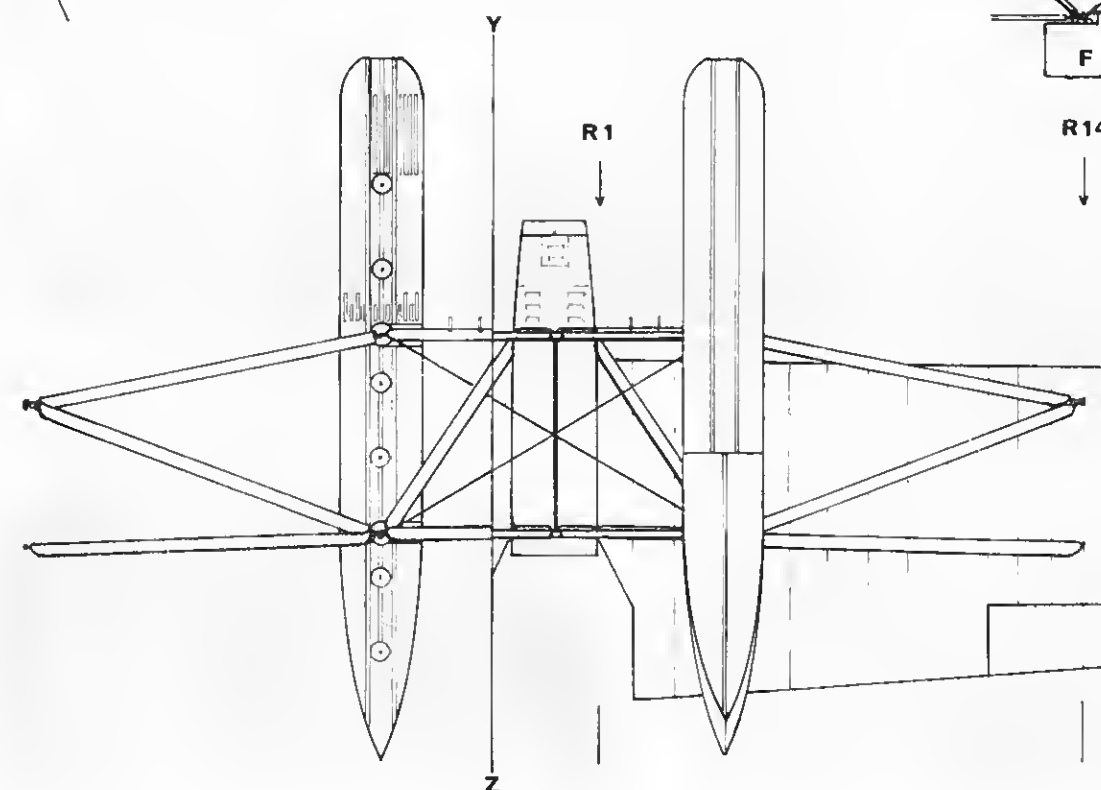
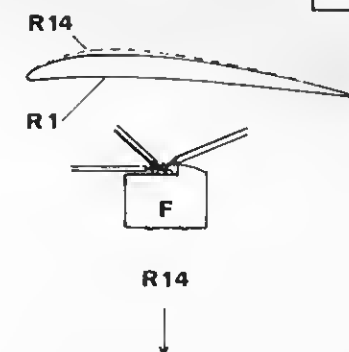
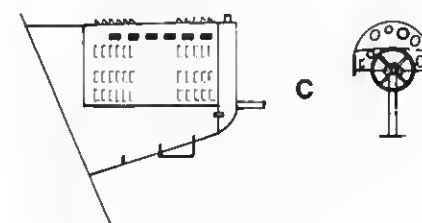
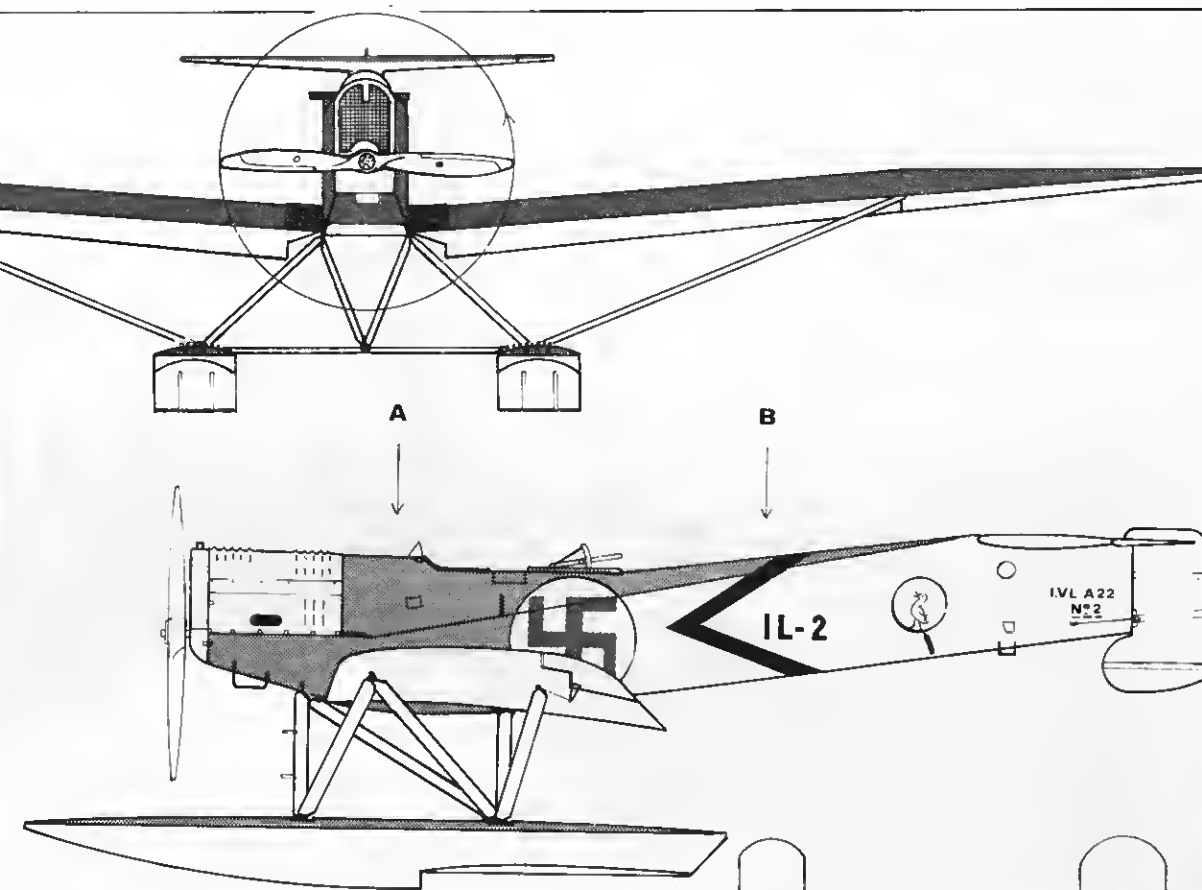
Sketches A and B are cross-sections through the fuselage as indicated in the profile view. R1 is the profile of wing rib 1 which, in the case of the A 22, was cut away extensively to provide a better downward view for the observer (see plan view). R14 is the rib profile at rib 14 (the maximum depth of the wing) F is a cross section of the port float at the forward strut/float junction. The floats were not identical but were right- and left-handed. It will be seen that the float was cut away on the inner surfaces to allow the strut junction to be inset and not merely fixed on to the top of the float. Sketch C shows the starboard (exhaust) side of the engine with its different louvring, and the dashboard layout. The board itself was dark grey, instrument faces black, and surrounds were in white metal. Below these is a double view: to the left of the line Y-Z is a plan view of the port float assembly unobscured by the wing. To the right of the line is an underneath view of the same float assembly to show cross-bracing and struts. Note also the louvring on the underside of the nose. The positions of ribs R1 and R14 are also indicated here.

Below German Hansa Brandenburg W 33 (260 hp Maybach engine) photographed in 1918. Only a small number of these excellent machines entered service before the war ended.

Colour scheme

The machine depicted in the drawing is IVL (A 22) 'IL-2' and is preserved at Tampere in Finland. The colour scheme is as follows: upper surfaces of wings, stabiliser, floats and front part of fuselage (all as shaded in drawing) — medium blue-grey; remainder of fuselage, floats, under surface of stabiliser and all struts — very pale pearl grey (almost off-white); under surface of wings, rudder and elevators — clear doped; engine panels — natural metal; chevron and all lettering and numerals — black; 'duck' — orange on a disc very slightly darker than the pale grey of the fuselage; swastikas — blue on white.

F.T.



MODELLING 'COUNTY' CLASS CRUISERS



Airfix kit conversions
from Ian M. Fleming

Hansa Brandenburg continued

formed at Warnemünde. The situation prevailing at the time prevented much development so Heinkel made an arrangement with the Swedish Svenska Aero AB manufacturer in Stockholm who began to produce Heinkel designs. The first produced was a development of the last of the wartime series of sea monoplanes, the W 37 already built under the Caspar name. This machine was given the title He 1 and first flew in May 1923 and so began a whole series lasting up to the end of World War 2.

Brandenburg seaplanes were seen in Northern European skies for many years after 1918 for they were built under licence by several Scandinavian countries as well as Japan. Denmark adapted the W 29 whilst Sweden used a whole series of Heinkel designs and Holland built modified versions of the Brandenburg monoplanes and biplanes. The rugged W 33 found favour with Finland and a number were built under licence as the IVL A22 although it was generally known as the 'Hansa'. These machines remained in Finnish service until 1936. In recent years, Finnair undertook a

complete restoration of the sole surviving (as far as is known) A 22 and displayed the machine for a time at Helsinki airport. It now resides in a museum at Tampere. The drawing shown here represents that machine although it should be noted that the scarf ring originally fitted is missing and some of the float support struts no longer have their wooden fairings. The machine is drawn as it appeared in the mid-1920s.

The author would like to acknowledge the assistance of Les Vowles (IPMS Berkshire) and Börje Hielm (IPMS Finland). □

Below left Norwegian W 33 fitted with 260 hp Daimler Benz D IVa engine and a hood for blind-flying training. The Norwegian Naval Air Service used these machines from 1920 to 1935, 41 of them



being built in Norway under licence. Below right Finnish A 22s lined up on a slipway sometime in the mid-1920s.



THE FAMOUS, and beautifully elegant 'County' Class cruisers were built in the late 1920s, and apart from their smaller half-sisters *Exeter* and *York* were the only heavy cruisers available to the British and Australian navies in World War 2. By that time their design was showing its age; in particular, their anti-aircraft armament — as with so many RN warships — was inadequate as defence against the new Luftwaffe; and their total lack of side armour was a cause for some alarm. Some work was done, particularly on the oldest of the group, to improve these deficiencies; as this differed among the individual ships, a considerable variety of appearance was created which adds to their interest for the modeller. At its most extreme, the drastic reconstruction of *London* illustrates the transformation that can be achieved — with money and time, both of which were scarce at that period — by modernisation.

Like the ships themselves, the Airfix kit of *Suffolk* is an old offering in need of some improvement, principally to the small AA armament and to the lower bridge structure, this is quite straightforward. *Suffolk* belonged to the 'Kent' class, the first of the three groups of ships which made up the 'County' Class, comprising *Berwick*, *Cornwall*, *Cumberland*, *Kent* and *Suffolk* (all RN), and *Australia* and *Canberra* for the RAN, all completed in 1928. In 1936-37 the five British ships were given some waterline belt armour; their four single 4-inch guns were doubled-up, and supplemented by quadruple 2 pdr pom-poms; and a large aircraft hangar was added, except to *Kent*. To reduce topweight, the quarterdeck on *Suffolk* and *Cumberland* was made lower; this alteration was not carried out on any other member of the class.

Thus, the first job in modelling any of the ships detailed in this article, other than *Suffolk*, is to raise the quarterdeck of the *Suffolk* kit to the level of the main deck. Strips of plastic card are used to build up the hull sides aft; note that the top edge should rise just a little approaching the stern. Do not attempt to bend the card around the stern itself; that is better filled with a few small pieces of card which can be filed down when dry. With a razor-saw, remove the quarterdeck from the main deck part, and cement it back on in its new position, minus its ladders. Cement the whole deck into the hull, fill any gaps around the quarterdeck-edge, and leave to dry. There are plenty of small jobs to be done in the meanwhile, so there is no excuse for impatience over drying time! When dry, smooth down the modified area, add the anchors, and paint the hull and deck.

For *HMS Kent*, some alterations are necessary to the aft superstructure, since she had no hangar; refer to drawing A. This



Heading photo opposite Old hull, new ship: *HMS London* in 1944. Above Aerial view of *HMS Berwick*. Foot of page *HMS Sussex* after her final refit (IWM).

also shows the pylon structure on which were carried two searchlights on a platform similar to Part 107; late in 1942 one of these was replaced by Type 273 (surface warning) radar.

Part 83 should be modified by the removal of the circular gun-platforms. The angled wings of this part should overhang the side-walls beneath them, which should therefore be cut away and replaced to lie along the fore-and-aft line; compare the boxlid artwork. Finally, extend the sides and ends of this part downwards so that this deck lies 2 mm higher, for correct appearance. Parts 82, 84 and 93 should be omitted, and Parts 87 and 88 replaced by HACS (High-Angle Control System) directors, with Type 285 'fishbone'-style radar aerials, to the pattern shown on the drawing. Further radar aerials are carried on the top and front of the main director, Part 94; and at the mastheads, for air warning.

Kent's light AA armament consisted of a pair of single 20 mm guns on each of 'B' and 'X' turrets, and an eight-barrelled pom-pom each side on platforms abaft the catapult. All of these must be made up with fine rod and card, and again patience is recommended, unless your spares box contains the requisite items.

In mid-1942 *Kent* wore a camouflage of four shades: on the photograph, the darkest colour is dark grey; next is a darkish blue, under the light area amidships, and also the darker patch aft; then light grey, applied from 'X' turret aft, to the upper portions of the funnels, to the forward and after ends of the bridge, and to 'B' turret; the lightest tone is a very pale blue, almost white. The camouflage pattern for the port side is marked on the drawing. All decks were dark grey. If the Walrus aircraft is included, its colours should be: pale blue underneath; dark slate grey and extra-dark sea grey on upper and side surfaces; 'B' type roundels.

A rather simpler variant in the same class is provided by *HMS Berwick*. Here, the modifications are somewhat fewer. Cut away the square projections on the main

deck part beneath the forward 4-inch gun position; with a little trimming, these can be used for the engine-room ventilators mounted on Part 63 between the funnels. Note that the boats are differently sited, Parts 29 and 30 being one deck higher by the second funnel. The areas on Part 63 outboard of these between the 4-inch guns should be cut away. Apart from retaining the circular gun-platforms, on which a pair of quadruple pom-poms made from rod and card are mounted, Part 83 is modified as for *Kent*, and Part 93 omitted. Otherwise follow the kit instructions for all superstructure. Add a circular screen to the crown of 'B' and 'X' turrets, and to each side of the hangar roof; the single 20 mm guns for which these were intended had evidently not been mounted at the time of the photograph. Finally, the radar aerials on the main director and at the mastheads should be fitted as for *Kent*.

Berwick's unique colour scheme was the same both sides, and the colours used were probably (it is hardly ever possible to achieve complete certainty where such unusual schemes are concerned) a mid-blue, very pale blue and light grey at bow and stern; decks and aircraft as for *Kent*.

Before leaving the 'Kent' Class, it is worth briefly correcting the Airfix instructions for *Suffolk* herself. Part 83 should be altered as for *Berwick*, and a pair of quad pom-poms added. The colour scheme shown on the boxlid is the white-and-buff livery employed in this class on foreign stations before the war, in which the elegance of the type was most clearly displayed. Wooden decks were bleached, metal decks painted light grey, while the foremost area was either dark grey or green. Hull and upperworks were white; and it is well worth picking out the portholes with thinned light grey paint and a lot of patient care. The funnels, masts and yards were painted buff, and the aircraft pale grey with 'A' type roundels. As the boxlid artwork suggests, a careful reproduction of this scheme will produce a splendid model.

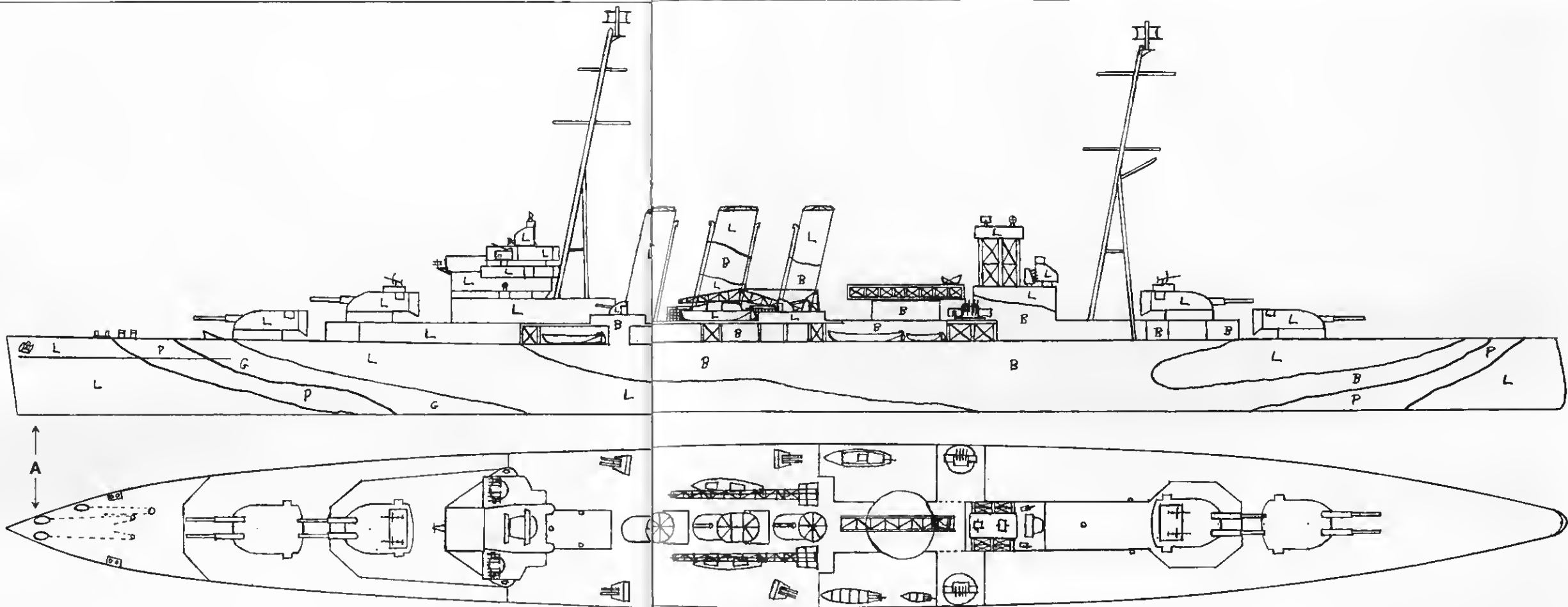
The 'London' Class comprised a further



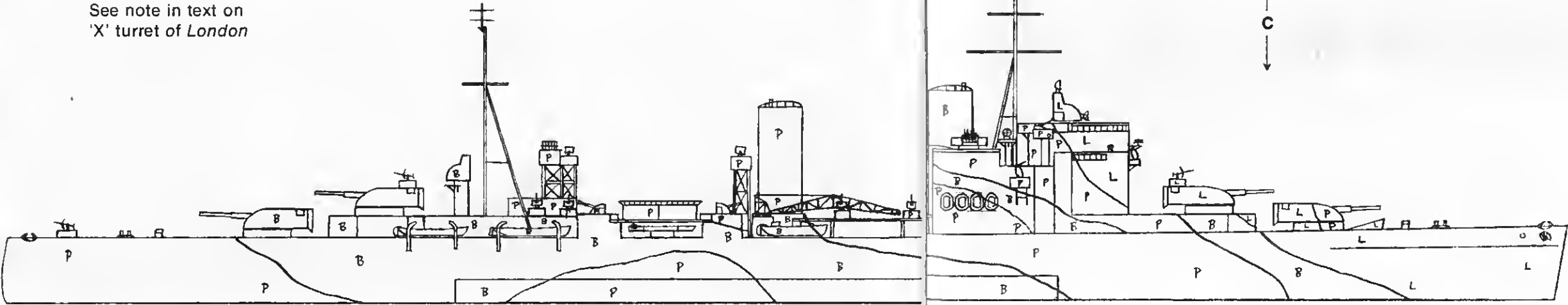


Drawing A — plan and profile of HMS Kent

Colour scheme
G = dark grey
L = light grey
B = medium blue
P = pale blue

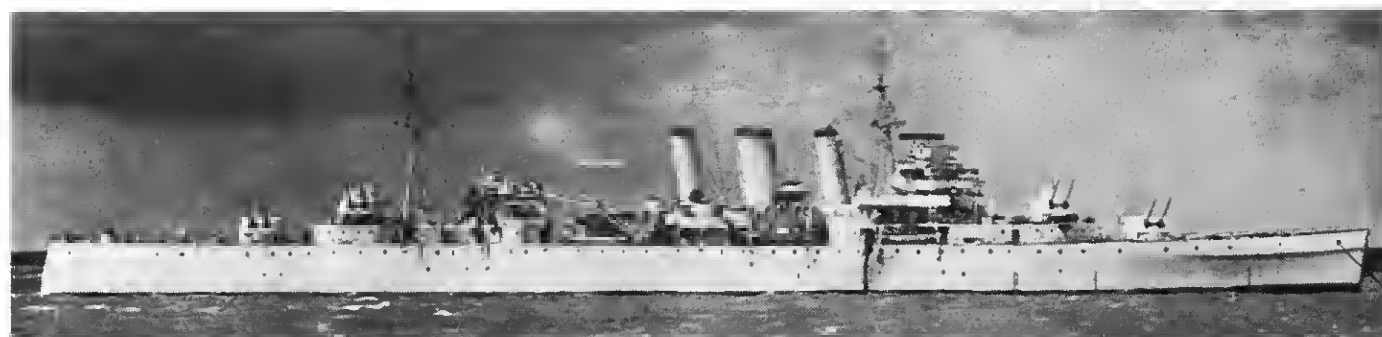


See note in text on
'X' turret of London



1:600 scale
Drawings by author

Drawing C — plan and profile of HMS London



HMS Norfolk. A wartime censor has tried to obliterate the aft HACS director (above the tip of the crane jib) and the 'fishbone' radar aerial on the forward one (below the main director) (IWM).

four ships completed in 1929: *London*, *Devonshire*, *Shropshire* and *Sussex*. Some improvements had been made to this group at the design stage: the anti-torpedo bulges on the hull sides, a prominent feature of the *Suffolk* kit, were omitted, being replaced by internal compartments serving the same purpose; also, the catapult was made to rotate, the 4-inch guns were moved aft, torpedo tubes were fitted, and the forward superstructure altered. Even so, it was thought that the ships could be further improved before they were really ready for war, in the event, there was time and money enough to rebuild only one, *London*, which emerged in 1941 changed beyond recognition.

Drawing B shows the superstructure of *Sussex* in the final phase of her career. After major fire-damage in November 1940, the opportunity was taken to increase her AA armament in a refit lasting until August 1942; a further nine-month refit from June 1944 gave her the appearance shown.

To make a model of *Sussex*, the quarter-deck must be raised as before, and the bulges removed from the hull sides with saw and file. If this operation leaves any

holes in the under-part of the hull, these should be filled with plastic card and filler, smoothed down and painted when dry. Certain holes and raised locations on the main deck part will not be required, and should be filled or cut away as appropriate. Reference to the drawing will determine where this is necessary. Now build up the superstructure, for most of which quantities of plastic card will be needed.

Sussex, from her final refit, was armed as follows: six 8-inch (ie, as *Suffolk*, but less 'X' turret); eight 4-inch; six eight-barrelled pom-poms; four twin 20 mm; six single 20 mm. The drawing shows the positions of all guns. The torpedo-tubes, aircraft and catapult had been removed. At that time she was painted light grey, with dark grey decks, and a blue panel on the hull sides between the muzzles of 'A' and 'Y' guns, from the waterline up to the level of *Suffolk*'s quarterdeck, its aft end vertical, fore end angled forward parallel with the rake of the bow.

Fewer alterations are required for *Devonshire*. (Incidentally, as with *Dorsetshire*, her name is strictly incorrect: neither county has the '-shire' suffix. *Berwick*, on the other hand, should have had that termination, unless the ship were intended to be named after the town instead of the county; but such is the Naval tradition.) Her hull and superstructure were as *Sussex*, except that the aft control position was

sited immediately abaft the catapult, and the mainmast abaft that. The AA gundeck was not cut away above the second boat position, as it was in *Sussex*. No radar was fitted at the time of the photograph; and there were no tripod legs on the masts, nor HACS director on the bridge. There was a searchlight platform on each side of the third funnel.

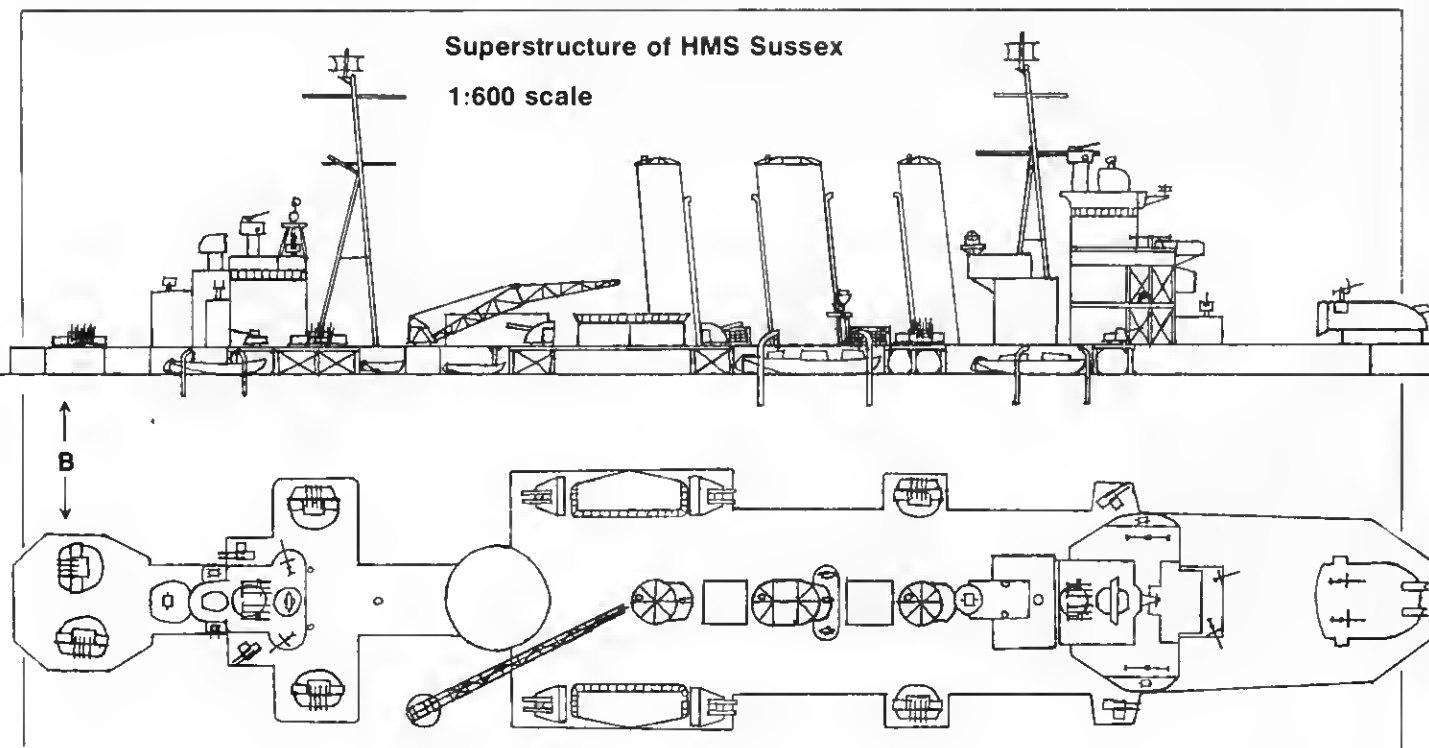
Devonshire's armament in 1940 was: eight 8-inch; eight single 4-inch, very easily made from rod to the pattern shown on drawing D: these were sited in the four positions of the twin 4-inch on the *Sussex* drawing, and also above the second boat position, and close in by the first funnel, each side; and a bank of four 21-inch torpedo-tubes on the main deck just abaft the third funnel. The colour scheme was an angular pattern of light and dark grey, so disposed as to give a false impression of the ship's direction of travel; its effectiveness can be gauged by the way in which, in the photograph, the stern seems further away than it actually is. Were there a greater contrast between the two tones, this effect would be heightened. The pattern is the same on the port side.

London's appearance in the 1930s was very similar to *Devonshire*'s, except that the foremost two pairs of single 4-inch guns were not fitted. She was then light

Continued on page 560

Superstructure of HMS Sussex

1:600 scale



Fairchild-Republic A10 (kit No: PK-121)



How Mike Bailey cut latest USAF firepower down to size.

America's latest strike aircraft, the Fairchild-Republic A10, has been a topical subject among UK enthusiasts now for many months.

It is of interest not only for its unconventional design, but because of recent speculation as to where, when, and how many aircraft are to be stationed here in the UK.

The Fairchild is a formidable aircraft. It can carry 16,000lbs of ordnance on 10 external pylons; it can knock out a Russian T62 battle tank in one pass. And it can sustain considerable punishment without being put out of action (the pilot is protected by a "bathtub" of titanium armour!).

The model you see above is the work of Mike Bailey (longstanding member of the Essex branch of the IPMS) and

is the first "MATCHBOX" 1:72 scale kit of the Fairchild to be given the "professional" treatment.

The result is fantastic, and credit goes to Mike for the many personal touches he has added to it.

The cannon, a GAU9 30mm Gatling, Mike made from sprue. The ammunition storage drum was made from a spare "MATCHBOX" Phantom drop tank. In the cockpit, side controls were made from Plasticard; instrument panels from scrap decals; seat straps from masking tape; and the tiny control column also from sprue.

Mike decided to feature the aircraft as it would be seen grounded: the cannon housing is open; a refuelling access has been built in the fuel tank tip; and ordnance is shown in a

custom-made trailer (trailer not included in the standard kit).

As you can see for yourself, there's little difference between Mike's kit and the real thing.

Talking of the real thing, we hear that six squadrons, each of 18 Fairchild A10's, are to be based at RAF Woodbridge Bentwaters in the not-too-distant future.

It looks like "MATCHBOX" have beaten the US Airforce to the draw: the kit version has already been launched in this country; the American squadrons aren't expected here until the early part of 1979.



"MATCHBOX" is the registered trade mark of Lesney Products & Co. Ltd., Lesney UK Sales Ltd., 240 Lincoln Road, Enfield, Middlesex EN1 1SP.



Above HMS Devonshire in August 1940. Below Starboard side of HMS Kent, showing the camouflage pattern clearly (IWM).



grey overall, except for wooden decks, which were bleached, and her catapult, which was black. Again, with a light scheme such as this, it is worth touching in the double row of scuttles with a darker grey.

Drawing C shows the same ship as she appeared in 1944, after a reconstruction lasting from late in 1938 to mid-1941. New machinery of considerably less weight than the old had been installed, and the weight margin taken up by the addition of 5-inch (in this scale, 10 thou) armour to the hull sides. The drawing shows the rest; and

since virtually all of the new superstructure consists of flat surfaces, it is a nice quick job with plastic card. The girder construction of the searchlight platforms is the only task that need tax the modeller's patience. In fact, the rebuilt *London* provides a straightforward, yet highly effective conversion project. The drawing should be found to be self-explanatory.

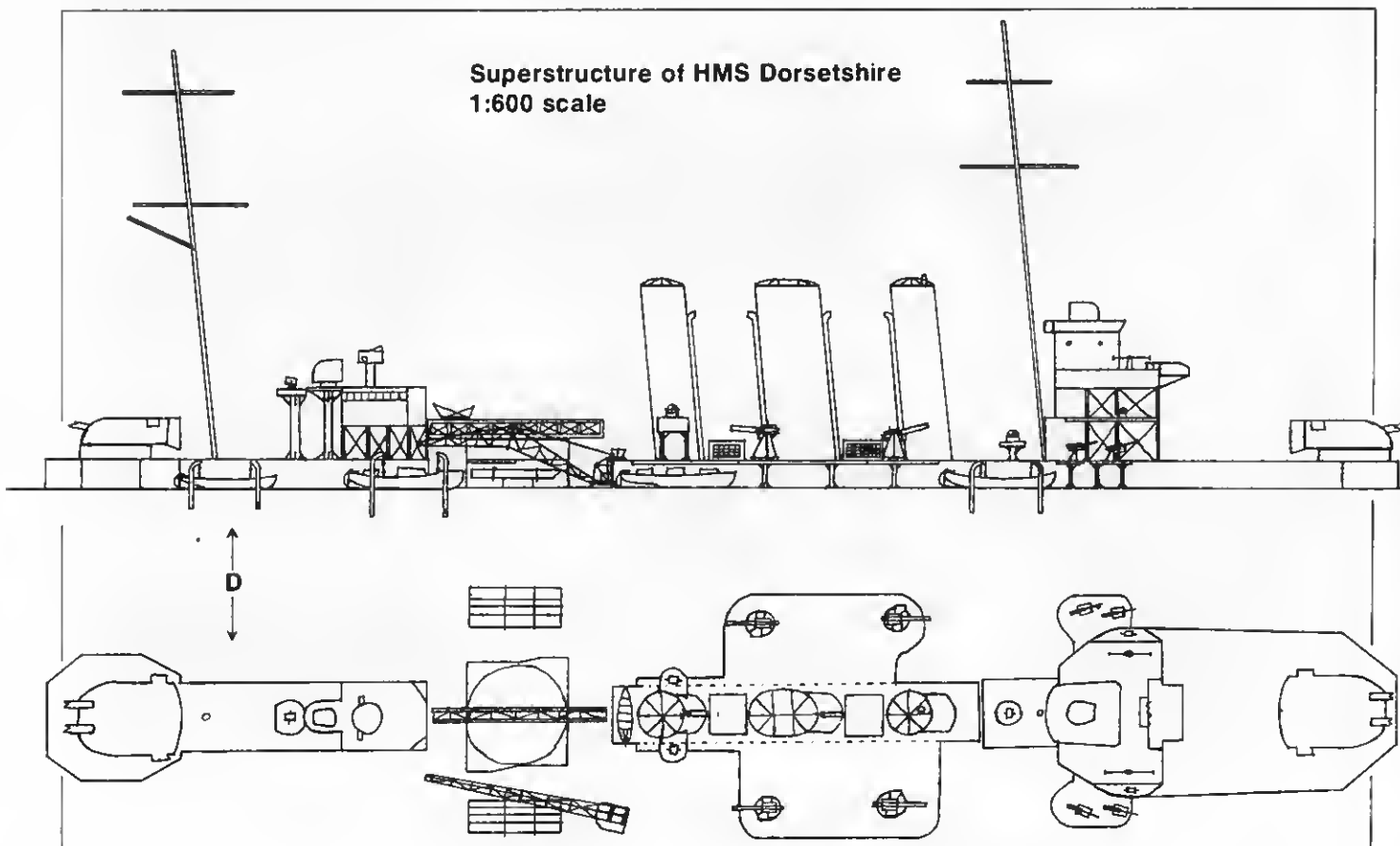
London changed her colour scheme frequently, but the pattern shown on the drawing for the starboard side is contemporary with the port side as seen in the photograph. The colours were: dark blue; very

pale blue; and light grey, which was applied only to the foremost patch on the starboard side and to the next-to-foremost (below 'A' gun barrels) on the port. Also, the starboard side of 'X' turret (only) was painted a greenish-grey. Decks were dark grey.

It remains to deal with the last, or 'Norfolk', group of the 'County' Class. This was to have comprised *Dorsetshire*, *Norfolk*, *Northumberland* and *Surrey*, but the last two were never built; the others were completed in 1930. Drawing D shows the superstructure of *Dorsetshire* as built, with single 4-inch guns mounted further forward than in the 'London' Class, with which she was otherwise almost identical. Two single 2 pdr pom-poms were carried each side on platforms extended from 'B' gundeck to overhang the ship's sides abreast the foremast; there was no other AA armament. *Dorsetshire's* colour scheme at that period was as described for the early *London*.

Finally, the 1944 photograph of *Norfolk* shows that her aircraft and catapult had by then been removed, and much-needed improvements made to her armament. This consisted of: eight 8-inch; four twin 4-inch, now sited abreast the first and third funnels; two single 40 mm side by side on a new platform before the second funnel; and single 20 mm, mounted, two on 'X' turret, one each side on the roof of the aft control position, one on 'B' turret, and one on the quarterdeck; also eight 21-inch torpedo-tubes. Note also the tripod masts, motor-boats on the former catapult-turtable, and the radar aerials on the main director and at the mastheads. *Norfolk* at that time was light grey, with dark grey decks.

Superstructure of HMS Dorsetshire
1:600 scale



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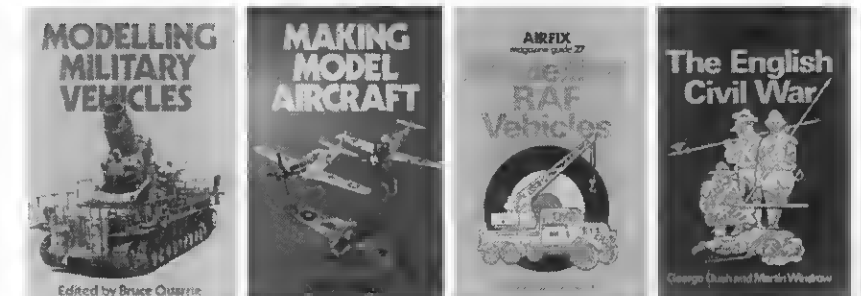
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Michael J. F. Bowyer



Above Successor to the Auster V was the Mk VI, the external flaps of which can be seen in this photograph. Mk VI production commenced in the summer of 1946, early aircraft being silver overall. Foot of page The installation of the Lycoming engine in the Auster, in this case a Mk II prototype, MZ105 (Army Aviation Museum).

Summary of Auster AOP squadrons and their aircraft 1941-1945

Sqn No	Formed	Date	Theatre of employment	Aircraft examples
651	Old Sarum	1.8.41	North Africa, Italy	Mk 1:LB271 3:NJ917 4:MT306 5:RT566
652	Old Sarum	1.5.42	North west Europe Landed France 8.6.44	Mk 1:LB327 3:MZ133 4:MT102 5:RT665
653	Old Sarum	20.6.42	North west Europe Landed France 26.6.44	Mk 1:LB266 3:MZ126 4:MT131 5:MT367
654	Old Sarum	15.7.42	North Africa, Italy	Mk 1:LB320 3:MT398 4:MT367 5:NJ956
655	Old Sarum	8.12.42	North Africa, Italy	Mk 1:LB283 3:MT448 4:MT219 5:TJ194
656	Westering	21.12.42	To Far East 9.43	Mk 1:LB370 3:NX500 4:MT239 5:NJ739
657	Ouston	31.1.43	North Africa, Italy, Holland, Germany	Mk 1:LB283 3:MZ238 4:MT185 5:NJ625
658	Old Sarum	30.4.43	North west Europe Landed France 18.6.44	Mk 1:LB268 3:NX494 4:MT132 5:MT363
659	Firbeck	30.4.43	North west Europe	Mk 3:NK113 4:MT171 5:MT359
660	Old Sarum	31.7.43	North west Europe Landed France 9.7.44	Mk 3:NX500 4:MT114 5:RT514
661	Old Sarum	31.8.43	North west Europe Landed France 21.6.44	Mk 3:MZ233 4:MT116 5:NJ695
662	Old Sarum	30.9.43	North west Europe Landed France 8.6.44	Mk 3:MZ170 4:MT450 5:NJ611
663	San Basilio, Italy	7.9.44	Italy	Mk 4:MT300 5:RT461
664	Andover	1.12.44	UK, Germany	Mk 4:MT107 5:RT515
665	Andover	12.44	UK, Germany	Mk 5:TJ665
666	Andover	5.3.45	UK, Germany	Mk 5:TJ457



Tunbridge Wells wargames day

Report by Graham Ringwood
Photographs by Ken Lazenbury

SUNDAY, FEBRUARY 26 started out very wet and windy. The first sight I caught of Tunbridge Wells Wargames and Military Modelling Exhibition was about 8.30 am on the Tunbridge road where a very wet Terry was putting up the last direction sign to the Exhibition. On arrival at the centre I found it had already been set out with everyone's position well marked and the Treasurer, Hugh Taylor, ready on the door to take the entrance fee, a very reasonable 10p. Tim Freeman, organiser, and George Gush, Secretary, were marshalling to great effect. There was a large contingent of wargam-

ers from various clubs such as Heston Parish, Skirmish, Ashford, South East Essex Military Society, South London Warlords, Meadway, Reigate, Halliford with myself and Ken Lazenbury representing the South East Essex Kit Spoilers Association. Trade stands were well represented with Warrior metal miniatures displaying and selling their new range of Star Wars and Asterix the Gaul figures, Games Workshop, Miniature Warfare, Leicester Micro Models, Westays with their full range of Airfix products and a special mention for John Piper accessories headed by Brian Morris, with their splendid range of trees and scenic effects and the new 'Flower' Class corvette kit* which, although it is a bit expensive at about £130, has such fantastic detail, even down to the gunsights, that it is well worth the money. I am told by Brian that a destroyer and light cruiser are to follow soon.

The day progressed well with South East Essex Military Society portraying the Battle of Monmouth in the American War of Independence, with which they won the trophy for the best wargame of the show. South London Warlords and Bill Brewer depicted

a skirmish wargame of the Renaissance period with beautifully constructed scenery and Meadway with a pirate skull and cross-bones public participation wargame. Also putting on his usual gigantic wargame, Z. M. Iwazco with the battle for Arnhem, or as he said, 'a bridge too near'.

The range of wargames were very varied from Heston Parishes Macedonians in 25 mm to Hallifords 15 mm Napoleonic.

Special visitors to the show were Charles Grant, his usual friendly and helpful self, and John Sanders, both assisting in judging the very well entered painting competitions of which there were 25 classes covering all the aspects of modelling and wargaming including the controversial Fantasy class. I did find, however, whilst judging some of the classes that a few of the entries were painted by professionals and I think something will have to be worked out with a special class for professionals to give we amateurs a chance.

The prizes for the competitions were presented by Ken Lazenbury, in which he managed to get two firsts!, with a special presentation by Tunbridge Wells to George Gush for his six years unflagging devotion as Secretary.

The day drew to a close about 5 pm, a day which I had thoroughly enjoyed as had also the large crowd of the general public which passed through during the day, braving the weather. I must congratulate Tim Freeman and George Gush on a most enjoyable and well organised show and look forward to next year. □

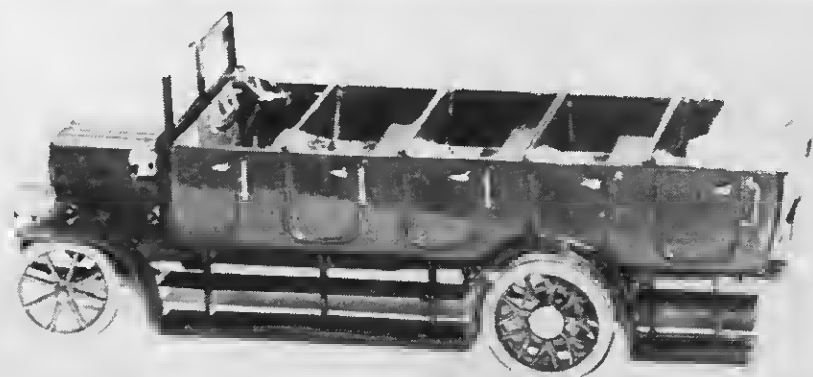


Heading photo George Gush (centre, bearded) with Tim Freeman. Far left Charles Grant (right)-examining one of the stands. Below left Members of the South East Essex Military Society with their American War of Independence battle. Below right Members of the Heston Parish club with their ancient battle. Above The John Piper 'Flower' Class corvette.

*See our review last month. Rumour strongly has it that one of the major plastic construction kit companies, whose name begins with an 'M', is tooling up for a 1:72 scale kit of a 'Flower' Class corvette... Ed.



KARRIER CHARABANC



Ken Musgrave describes how to scratch-build or convert an 'Old Bill' bus to a pre-World War 1 charabanc

ALTHOUGH IT is becoming increasingly difficult to find the Airfix kit of the 'Old Bill' bus on the shelves of the model shops this need not deter the keen modeller of early civilian transport from having a try at scratch-building and in the following article I have tried to cater for the lucky people who have, or can still buy, the kit and those who wish to attempt a scratch-built model in the smaller scale.

The inspiration for the model came from buying the Blandford book *Buses and Trollybuses before 1919* by David Kaye in which there are some intriguing illustrations of the various types of charabancs in use just prior to World War 1 and having

had an Airfix 'Old Bill' kit lying around for some time I decided to have a try at making the Karrier version depicted in Plate 99 of the above mentioned book. Military modelers will also note when reading the book that these charabancs were widely used by the Territorial Army of the period for travelling to and from summer camps and manoeuvres when they were hired out from civilian contractors. They must have been a stirring and colourful sight with the 'charas' in their civilian livery transporting a solid mass of khaki clad soldiery.

For the kit converters the main features to be scratch-built are the long curved sides with the separate doors for each row

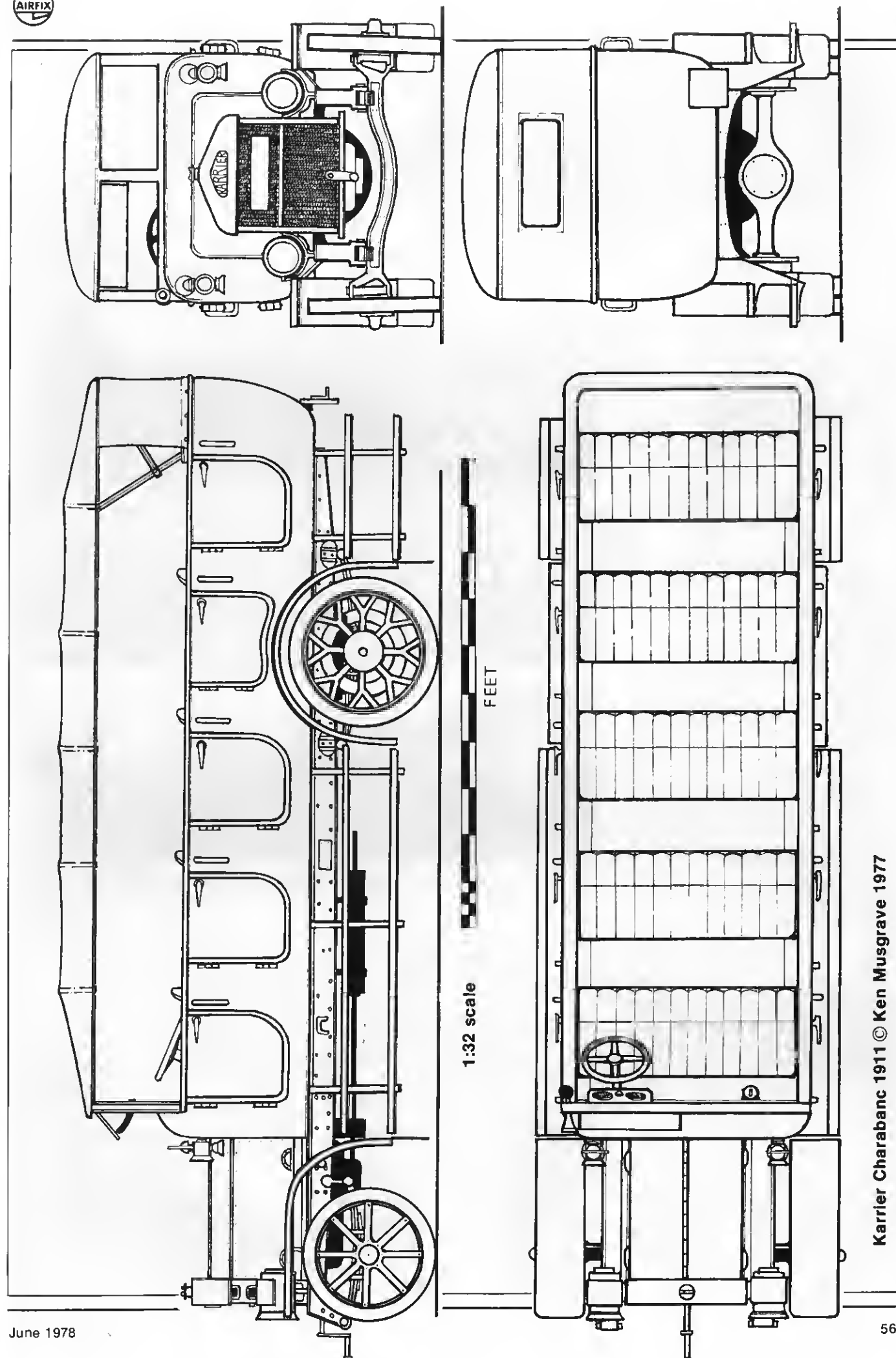
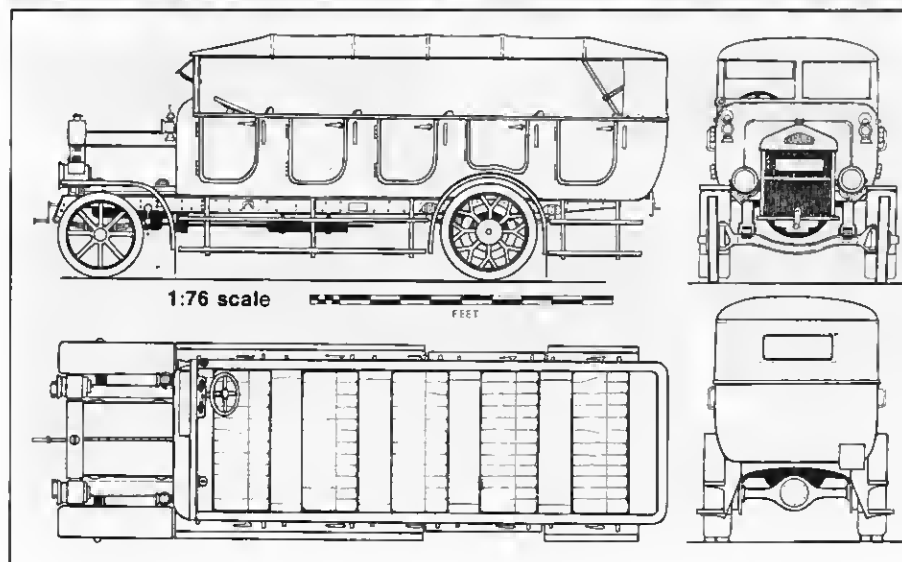
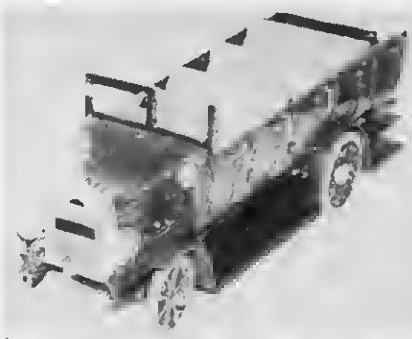
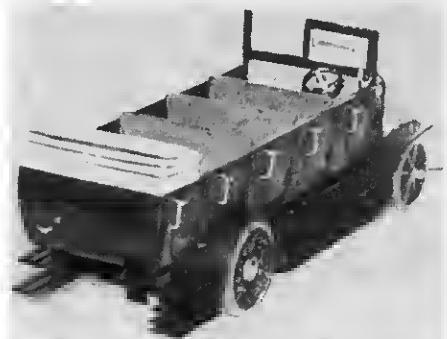
of seats which on my model I made from thick plastic card, and the bulkhead, or scuttle, between the driver and the engine, which was made from laminations of card cut and shaped with a craft knife, as was the rear end of the vehicle. Numerous parts from 'Old Bill' were of course used such as the seats, lamps, steering wheel, wind-screen glass, etc, and the rear mudguards from the kit were reversed and used as the front mudguards. Other details were made from plastic rod and various thicknesses of card, the door handles and passenger handrails from rod positioned as shown on the drawing. The footboards, an extra pair of large type headlights and the rear light were made from plastic card.

The canvas tilt which stretched the full length of the charabanc is shown fully erected on the plan but on the model I made it in the folded down position at the rear of the body from an old linen handkerchief with plastic rod stiffeners for the frame. The wheels, chassis frame, axles and exhaust fittings were assembled as per the Airfix instruction sheet and for colouring I chose maroon gloss for the body and wheels, matt brown for the side footboards and bench seats; the door handles, lamps and passenger handrails were painted brass.

Any colour scheme would however be quite authentic for these vehicles as one sees when looking through the Blandford book which is a must for all those interested in old time vehicles. The modelers who prefer the smaller scale will find that the most difficult parts to scratch-build are of course the wheels and the method I use is to build up the thickness of the wheel in laminations of plastic card circles and then to use a sharp pointed needle file to drill the holes between the spokes after first marking out the spoke lines in pencil. The holes can then be elongated into triangular shapes with a craft knife. Recently, however, I have been avoiding this slow method by buying the Riko card kits of road vehicles that have been around for some time. The later kits include ready made plastic wheels which are ideal for small scale buses or lorries.

Scratch-building the chassis and body from card presents no real problems provided reference is made to the smaller drawing for the measurements and to the larger drawing for small details, there are no awkward curves to be shaped and the pieces to be cut from plastic card are mostly simple rectangles. An excellent source for modelling charabancs and early commercial vehicles is contained in the 1977 *Airfix Annual* in an article by Gerald Scarborough.

Finally I would like to make an appeal to Airfix to reissue the 'Old Bill' and 'B Type' bus kits which together with the Dennis Fire Engine are the only source of 1:32 scale vehicles of this very colourful period of transport history, the interest in which is growing enormously and for which these kits provide the basic models for limitless conversions to both passenger and commercial vehicles of the early part of the 20th century. □



Karrier Charabanc 1911 © Ken Musgrave 1977



Squadron codes



By Michael J. F. Bowyer and John D. Rawlings

TA Flying Boat Training Squadron/4 OTU/235 OCU (c)

This unit was responsible for the training of flying-boat crews for most of the war until supplemented later by other OTUs. It was based in the north (Stranraer, Invergordon) during the war and flew all the main F-B types, in addition to having a small TT and Fighter Affiliation component of Martinets, Hurricanes and Oxfords shore-based at Evanton. During 1944-45 the 'TA' code lapsed but had re-appeared by the time the unit had become 235 OCU ca 1/47. Examples are Stranraer TA-Y:K7300; London II TA-K:L7043; Lerwick I TA-V:L7256; Catalina I TA-H:AH568; Sunderland I TA-E:P9606; Sunderland III TA-S:W3980; Sunderland V TA-H:RN302.

TA 358 Squadron (c)
358 Squadron was formed at Kolar in November 1944, originally equipped with Wellington Xs coded 'TA' (eg TA-L:LN613). It was soon re-equipped with Liberators which were uncoded.

TB 153 Squadron (c)
Formed as a night-fighter squadron in November 1941 this squadron flew Defiants and Beaufighters in the night-defence of the UK until December 1942 when it moved to North Africa to carry on the same task. Its aircraft were coded 'TB', eg Beaufighter IF TB-V:X7774.

TB 77 Squadron (c)
With the expansion of certain bomber squadrons to a three-flight basis in 1943 they were allocated a second code combination for the third, 'C', flight. No 77 Squadron at Full Sutton carried 'TB' on its Halifaxes in addition to 'KN'.

TB 51 Squadron (c)
After transferring to Transport Command and re-equipping with Stirling Vs in 1945,



Above Spitfire VC TD-B:EF690. Below Spitfire TJ-M of 52 OTU breaks its prop in a cloud of dust as it belly lands (J. G. Davison).



Top Sunderland GR 5 of 235 OCU, TA-J:RN271. Centre Stranraer TA-Y:K7300 of 4 OTU departs to end its days as scrap. Bottom Avro York TB-Y:MW199 of 51 Squadron in the late 1940s (P. H. T. Green Collection).

No 51 Squadron changed its code to 'TB' which was also carried subsequently on its Yorks at Waterbeach before eventually changing back to its original code of 'MH' in late 1949. Examples are Stirling V TB-X:PK115; York C1 TB-Y:MW261

TC 170 Squadron (c)
From October 1944 to November 1945 no 170 Squadron was a 5 Group Lancaster unit stationed at Kelstern and Dunholme Lodge, coded 'TC', eg TC-J2:RF 199.

TD 453 Squadron (c)
This RAAF squadron was formed at Sembawang, Singapore, on August 15 1941

with Brewster Buffaloes. After a brief campaign the squadron disintegrated in February 1942. Example: TD-J:AN210.

TD 82 OTU (c)
Formed at Ossington in June 1943 is carried the code 'TD' on its Wellington IIIs and Xs; it became 1384 H(T)CU in 1945.

TD
This code was carried by a Spitfire unit operating in Fighter Command with VBs in 1941 and moving to North Africa in 1942

and on to Malta with Mk VCs, eg TD-U:JG745.

TE 1401 Flight (c)
This Flight, used for Met duties, at one point carried 'TE' on its Hurricane IVs, eg, TE- :KZ675.

TF 29 OTU (c)
This OTU was formed at North Luffenham on April 21 1942, moving to Bruntingthorpe in June 1943. It was equipped with Wellington ICs, IIIs and Xs and remained in operation until June 22 1945. One of its code

Continued on page 568



The BATTLE! Trophy. The Duke of Wellington, finely detailed by Phoenix Model Developments Ltd. with the permission of Mr. A. S. Couts of "Under Two Flags", and cast in solid bronze.

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- Figures and vehicles must be entered on a plain base. (A plain base is one without scenic adornment and which does not exceed the model dimensions by more than 2 inches in length and breadth.) Exception: waterline ship models may have a base depicting water. Dioramas should depict a group of figures and/or vehicles engaged in some natural activity. Marks will be awarded for composition and scenic modelling as well as for the standard of the central models. Care should be exercised in determining the focal point(s) of dioramas. Dioramas which, in the judges' opinion, are over-cluttered, or which waste space, will be penalised. In any case, dioramas must not exceed a total area of 4 sq. ft. (eg. 2' x 2', 1½' x 2½', 4' x 1', etc.).
- Closing date for entry forms, preferably accompanied by a photograph of the completed model, is July 31st 1978. Entry forms should be sent to: Blockgrand Limited, 11-13 High Street, Finedon, Northants. Models entered in the competition must be brought to Lilford Hall by 4 p.m. on Saturday August 26, and must be collected* after 6 p.m. on Monday, August 28 (*or suitable arrangements made for their return).

NOTE: While there is no charge for entering the BATTLE! National Military Modelling Competition, in view of the other events taking place, the location and for administrative reasons, we cannot waive entry charges to Lilford Park. For the information of competitors, these are 40p on Saturday and £1 on Sunday and Monday (Children under 14 half price).

- The organisers can accept no responsibility for loss of or damage to models before, during or after the competition.
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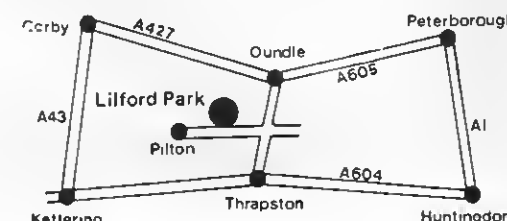
Classes 5 and 6: Any diorama of a military scene of any period incorporating vehicles and/or figures with scenic accessories.

Entry is free and there is no restriction on the number of models which may be entered by any individual competitor. Models should all be accompanied by a postcard giving the entrant's name, age and address; the title of the model; and any relevant details about the model which the entrant feels should be brought to the judges' attention (eg. modifications to a commercial kit, complete scratch build, etc.).

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combinations was 'TF', eg, Wellington X TF-Y:LP647.

TH 418 Squadron (c)
This Canadian squadron was formed at Debden on November 15 1941 for intruder duties and flew Boston IIs and Mosquito IIs and VIs until disbanding on September 7 1945 by which time it was stationed in Holland. Examples are Boston III TH-F:Z2220; Mosquito FB VI TH-X:S2964.

TH 20 Squadron (c)
On February 7 1949 No 20 Squadron was re-formed at Llanbedr in the AAC role. It was given the code 'TH' which it carried until disbanding in October 1951. Examples are Spitfire LF 16E TH-E:TE448; Harvard T 2B TH-Z:KF561; Tiger Moth T 2 TH-E:T8072; Beaufighter TT 10 TH-N:RD546.

TJ
Used by a Beaufighter NF unit in the UK until 1943 and thence North Africa, eg, Beaufighter I TJ-P:T4708.

TJ 52 OTU
One of the combinations used by this fighter OTU at Aston Down 1943, eg, Spitfire IX TJ-J:MH530.

TJ 202 Squadron (c)
Towards the end of World War 2 this combination was used on the Catalina IVs of No 202 Squadron after its return to Home Waters, eg, TJ-M:JX225.

TK 149 Squadron (c)
Allocated to 'C' Flight of this squadron, the code was used from April 1943 until the end of the war, at Lakenheath and Methwold, eg, Stirling III TK-Y:BF520, Lancaster I TK-J:PP686.

TL 35 Squadron (c)
This squadron was re-formed on November 5 1940 as the first Halifax squadron. It was coded 'TL' which code was retained right through to the Lincoln period in the late 1940s. Examples are Halifax I TL-F:L9489; Halifax II TL-P:W7676; Halifax II Srs IA TL-L:HR847; Lancaster III TL-X:ND677/G; Lancaster B1(FE) TL-F:TW880; Lincoln B2 TL-D:SX983.

TM 504 Squadron (c)
This Auxiliary unit was coded 'TM' from September 1939 with Hurricanes right through its war service with Spitfires and Meteors. It was again coded 'TM' as part of the RAuxAF from 1949 to 1951 when the squadron's own colour markings were adopted. Examples are Hurricane I TM-V:P3774; Spitfire VC TM-R:EE624; Spitfire IX TM-L:PL256; Meteor F 3 TM-O:EE286; Harvard T 2B TM-Z:KF156; Meteor F 4 TM-K:VZ401.

TN 30 DTU (c)
This Wellington OTU formed September 1941 at Hixon and used 'TN' as one of its codes. It moved to Gamston on February 2 1945 and was disbanded there on June 12 1945. Example: Wellington X TN-U:LN171.

TO 61 OTU (c)
This fighter OTU used 'TO' on its subsidiary aircraft at least during the period it was at Keevil from June 1945 to July 1947, eg, Master II TQ-N:DK881; Harvard T 2B TO-P:FX360.

TD 228 DCU
These letters were carried over from 61 OTU when the latter became an OCU, eg, Martinet TT 1 TO-O:JN647; Tiger Moth T 2 TO-A:T5465.

TP 73 Squadron (c)
Whilst serving with the AASF in France



Line-up of 453 Squadron Buffaloes at Sembawang, Singapore, in late 1941 (IWM).

from September 1939 to May 1940 No 73 Squadron was allotted 'TP' as its code which it carried intermittently on its Hurricanes, eg, TP-J:P2579.

TP 198 Squadron (c)
Formed on December 8 1942 this squadron soon acquired Typhoons after beginning with Hurricanes. These it used to great effect during the attack on France and the subsequent advance into Germany. No 198 Squadron carried 'TP' on its aircraft until disbanding in Germany in September 1945, eg, TP-G:JR511.

TQ 202 Squadron (c)
This flying-boat squadron based at Gibraltar for the first three years of World War 2 carried 'TO' on its aircraft, eg, London II TQ-B:K6932; Swordfish I TO-D:K8351; Sunderland I TO-S:N6133.

TO
Carried on the B-26s of the 559th Squadron of the 387th Bomb Group, USAAF.
TO
Allocated to Station Flight, Bramcote, but no known use.

TR 59 Squadron (c)
Carried on Blenheim IVs, Hudsons and Liberators of this unit serving first on Army Co-operation Command and then Coastal

duties from September 1939 until 1943, eg, Blenheim IV TR-D:N6179.

TS 548 Squadron (c)
This Spitfire VIII squadron formed part of the only RAF Wing operational on Australian soil flying in defence of Darwin from April 1944 until World War 2 ended.

TS
Carried on the B-17s of the 333rd Squadron of the 94th Bomb Group from Earl's Colne and Bury St. Edmunds between April 1943 and December 1945.

TS 657 Squadron (c)
Post-war this Army Squadron based at Middle Wallop carried 'TS' on its aircraft, eg, Auster AOP 5 TS-D2:TJ672; Auster AOP 6 TS-E:VF573; Hoverfly I TS-M:KK990; Hoverfly 2 TS-L:KN840; Proctor C 3 TS-W:LZ707.

TT 1658 HCU (c)
Based at Rufforth and Riccall this 4 Group HCU trained Halifax crews for the bomber squadrons in the Group. Some of its aircraft were coded 'TT', eg, Halifax II Srs I TT-S:DT618; Halifax II Srs IA TT-R:HR947; Oxford T 2 TT-L:AB758.

TU 1 TTU (c)
Based at Abbotsinch this torpedo training unit flew Beauforts coded 'TU', eg, Beaufort I TU-Z:W6494.



Above No 35 was the first Halifax squadron and was coded TL throughout the war. TL-P:W7676 shown here is a Mk II (Real Photos). Below Typhoon IB TP-Q of 198 Squadron taxis out for a 'cab rank' sortie from a dusty airstrip in France (IWM).



Blenheim IV TR-D:N6179 of 59 Squadron in France in early 1940 (IWM).

TU
Carried on the B-17s of the 510th Squadron of the 351st Bomb Group, USAAF from Polebrook between April 1943 and June 1945.

TU
Allocated to Station Flight, Dyce, no known use.

TV 1660 HCU (c)
Carried on the aircraft of this HCU between 1943 and the end of the war, eg, Stirling III TV-C:LJ624; Manchester IA TV-A:R5768; Lancaster I TV-O:LL795; Spitfire VB TV-L:BL729.

TV
Believed to have been used by Lysanders and Mustangs of No 4 Squadron in the 1941-42 period.

TW 141 Squadron (c)
This squadron, formed on October 4 1939, served throughout the war and on into peace as a night-fighter squadron in the UK. It flew Defiants, Beaufighters and Mosquitos coded 'TW', eg, Defiant I TW-H:L7009; Beaufighter VIF TW-K:V8673; Mosquito NF II TW-W:W4089; Mosquito FB VI TW-H:NS961; Mosquito NF 36 TW-E:RK983.

TX 11 OTU (c)
Formed at Basingbourne on April 4 1940 this bomber OTU flew Wellingtons until September 1946, having moved to Westcott on September 28 1942. Examples are Wellington IC TX-E:R1661; Wellington X TX-V:LP707; Anson I TX-F:N5173.

TY 24 DTU (c)
This bomber OTU was formed at Honeybourne on March 15 1942 with a satellite at Long Marston and flew Whitneys and Wellingtons until disbandment on July 24 1945, eg, Whitley V TY-J:AD697; Wellington III TY-L:X3939; Mk X TY-F:LN161.

T2
Allocated to 46 MU, no known use.

T2
Carried on the C-47s of the 83rd Squadron of the 437th Troop Carrier Group, USAAF.

T3
Carried on the C-47s of the 45th Squadron of the 316th Troop Carrier Group, USAAF.

NEW KITS AND MODELS

Revell F-104 Starfighter

THE APPARENT rebirth of 1:48 scale as a popular size seems to have produced something of a race among the major manufacturers to see who can be first with subjects which have proved popular in 1:72 scale, in the new larger scale. This is especially evident where modern jets are concerned and Revell seem to have taken a temporary lead by releasing three jets in quick succession. The first was the F-15 and close on its heels have come the F-104 and MiG 21.

There is an air of familiarity among the F-104 components which looked to have been based on the 1:32 scale kit of the same subject released by another manufacturer a few years ago. This is not a bad thing as the breakdown of components leads to a logical assembly sequence in which the cockpit area is first out of the box. Basically the three parts which go to make up the cockpit have been well detailed, but there is an air of heaviness and a lack of crispness which is reflected in the whole kit. The model assembles well enough, although filler is needed in one or two areas, and there is a choice of tail unit enabling either an F-104C or G version to be produced. But the lack of crispness mentioned earlier does quickly cause irritation. Interior detail of the dive brakes, wheel well doors, the machine-gun access panel, is heavy and not very convincing, similarly the air brake operating jacks are not as delicate as they might be. There is no doubt that the model can be made into a worthwhile replica of the F-104, and no doubt many will argue that having to spend time on cleaning up and making some components more acceptable, is all part of modelling, but the standards now expected in kits of this size have not been achieved.

and this may well cost Revell the specialist side of the modelling market, especially where alternatives are available.

However, back to the model. Alternative wing tanks or missiles as well as the fuselage mounted flight refuelling probe for the F-104C are included, and like the rest of the minor components in the kit they will need some work on them if they are to be accepted.

The decal sheet is very comprehensive and includes markings for a C version serving with the USAF or a G version of the Luftwaffe. The markings are let down by the USAF markings which have black instead of blue backgrounds, presumably because the main colour content on the sheet is black. If the all-silver USAF version is made, these must be discarded and replaced from the spares box, which at this stage of the game is not likely to be that well stocked as far as 1:48 scale is concerned.

In many ways this is a disappointing kit; it can be made into a good model if you are prepared to work hard at it, but somehow I expected much more from Revell.

Revell MiG 21

CO-RELEASED with the F-104, the MiG 21 falls into the same category; a nice kit but signs of hurried production. So many different sources have quoted so many different details of the MiG 21 that to make any comment about overall accuracy would be inviting trouble from a number of directions, so it is best perhaps to simply comment that the completed model does look like those which have flashed across our TV screens or been illustrated in most of the aviation journals.

Just announced by Revell are five brand-new model car and truck kits for 1978, of which the 1:25 scale 1960 Chevrolet Corvette illustrated below is sure to be a good seller at £1.95. The 1960 Corvette captured the look and feel of a European sports car with futuristic styling and sculptured sides, resulting in sales of over 10,000 models. The kit features a multi-piece body, opening bonnet, detailed engine, transmission, chassis and suspension.





BOOKS FOR MODELLERS

Modelling

Modelling Military Vehicles, edited by Bruce Quarrie. Patrick Stephens Ltd, Bar Hill, Cambridge. **Price £4.50.**

MOST READERS will already have seen the advertisements for this new book, described by no less a personage than Gary Williams, President of the MAFVA, as a 'definitive work'. We won't go quite that far, but the book certainly does cover most of the basic and more advanced techniques needed to build accurate scale model

fighting vehicles and weapons in most of the popular scales.

Following a foreword by Gary Williams and an introduction in which *Airfix Magazine* editor Bruce Quarrie outlines the essential tools and materials needed, the book is divided into three sections. Part one is written entirely by Gerald Scarborough and covers modelling techniques and practical examples in 1:76/1:72 scales, with dozens of photographs and drawings. Part two is a joint effort between Gerald together with Julian Edwards and Jeremy Broughton, and covers the same ground as applied to the larger 1:35/1:32 scales. Part three contains a miscellany of useful chapters from such acknowledged experts as John Sandars, Terry Gander, Eric Clark, Martin Windrow and Phil Stearns on simple models for wargames, glass fibre resin kits, AFV crew figures, artillery models and dioramas. The only omission seems to be a section on white metal kits or diecast models, but this is a minor criticism.

The book is very lavishly illustrated throughout and contains dozens of practical modelling projects, with scale drawings and photographs. In addition, there are useful appendices listing model suppliers and societies as well as a bibliography.

It might not be 'definitive', but it sure as hell beats anything else currently available!

Scale Model Sailing Ships. Edited by John Bowen. Published by Conway Maritime Press Ltd, 2 Nelson Road, Greenwich, London SE10 9JB. **Price £6.50.**

THIS IS an incredible book, written by an octet of authors of exceptional ability, which covers the field of model sailing

A sailing model of the Thames barge *Kathleen* built by Max Davey as illustrated in Conway Maritime Press's recent book *Scale Model Sailing Ships*, reviewed here.

One of the many illustrations from PSL's new book *Modelling Military Vehicles*, edited by Bruce Quarrie, which is reviewed here. This is an example of Belgian modeller Francois Verlinden's work.

ships in great and explicit detail. From an introductory chapter which sets out the scope, succeeding chapters are entitled Hulls and Decks, Deck Fittings, Mast and Rigging, Working Model Sailing Ships, Miniature Scenic Models, Painting and Finishing and Getting the Flags Correct. Many plans and diagrams supplement the 150 photographs of models in construction and in action, prototypes and detail, from the anchor to the pennant. Those of us who only make plastic hulled models will find a lot of useful ideas and information to upgrade our models and may even be tempted to take the plunge with an accurate sailing model. A book that is definitely recommended to all who are interested in scale model sailing ships of whatever type.

Aviation

The Miracle of Flight, by Stephen Dalton. Published by Sampson Low, Berkshire House, Queen Street, Maidenhead, Berks SL6 1NF. **Price £5.95.**

THIS FASCINATING volume, by one of the leading photographers in the world of insects and birds in motion, will interest both naturalists and aeroplane lovers. It investigates and explains the techniques and technicalities of flight in all its forms, illustrated with diagrams and the author's outstanding photographs (many of them in colour) of insects, birds and aircraft. The fundamentals of flight are first examined, and the extraordinary flying abilities of insects and birds are covered in absorbing detail, before looking at the evolution of manned flight and ending with modern aircraft and a welcome explanation of how the author shoots his incredible pictures of insects and birds. Not much here for modellers, but an absorbing, good quality production, nevertheless, and reasonably priced.

Lysander Special, by Bruce Robertson. Ian Allan Ltd, Terminal House, Shepperton, Surrey TW17 8AS. **Price £2.95.**

WHAT A DELIGHT it is to see the Lysander included as an Ian Allan 'Special'. On a recent visit to the RAF Museum, I remember being amazed at the size of their 'Lizzie': with its high undercarriage and bulky cockpit area, it is a deceptively large aircraft. In an army co-operation reconnaissance role, it may have had some shortcomings, but on special duties delivering agents to occupied Europe it was unsurpassed. In many ways the Lysander is a much-neglected aircraft, and so enthusiasts should welcome Bruce Robertson's new book on the subject. He tells the story of the 'Lizzie' from the early days to the restoration efforts of today. There are chapters on its exploits in France before the German invasion, the Canadian contribution, the Western Desert, India and Burma, special duties, East African operations, and around the Mediterranean.

There are masses of really good photographs that show all facets of the Lysander and include the very awkward-looking Wendover prototype with its rear turret and tandem-wing configuration. There is no



doubt that the Lysander was a very distinctive aircraft, and therefore rather surprising that it was occasionally shot down by the Allies because it looked so like the Henschel Hs 126!

Certainly, it is a book that will be enjoyed by anyone who has a soft spot for this lumbering old aircraft (and surely that includes everyone!).

The Captive Luftwaffe, by Kenneth S. West. Putnam and Co Ltd, 9 Bow Street, London WC2E 7AL. **Price £6.50.**

ONE OF the most interesting sights during the war was the appearance over Britain of captured enemy aircraft. They were comparatively few in number for so often aircraft brought down were too badly damaged to be of much use except to the intelligence teams who combed the wreckage for industrial information and evidence of new equipment. Thus, even at Duxford, Farnborough and a few other stations, these machines were a rare and fascinating sight.

After the war a large number of such aircraft were brought to Britain for evaluation and displayed at Farnborough in November 1945. Those lucky enough to have attended this event would surely never forget it, for it showed just how advanced the enemy had become.

Ken West's book neatly summarises these aircraft in words and pictures. There is an entry for every known aircraft evaluated in Britain, usually describing the origin of the aircraft and its markings. A very good assortment of photographs is included of the aircraft which appear in alphabetical order. A pre-ambles records some material about the units and airfields where the aircraft were sited.

Appendix 1 includes some test reports, Appendix II some pilot's log entries including those of Captain Eric Brown whose handling of such a wide assortment of types would surely be the envy of anyone who flies.

Military

Penzers at war, by A. J. Barker. Ian Allan Ltd, Terminal House, Shepperton TW17 8AS. **Price £5.95.**

David Chandler autographing copies of *The Anatomy of Glory at the Napoleonic Symposium held by Arms and Armour Press in London at the end of February.*



OUR FIRST reaction on seeing this book was a groan of 'not again!', but on opening it we were pleasantly surprised to see that the author, instead of re-using all the old standard photographs, had gone to a great deal of trouble to secure many previously unpublished ones from the Bundesarchiv in Germany as well as from private sources. The quality of these is exceptional (the Bundesarchiv processes each print individually from an original wartime negative) and they include many fine detail shots as well as others which will give inspiration for many a diorama.

Unfortunately, on closer examination the original impression that this book was a 'pot-boiler' is reinforced by the superficial and often misleading text and inaccurate and incomplete captioning. The author makes many rather dubious value judgements (such as the Germans maintaining a technical superiority in tank design throughout the war... what about the T-34, then?) and cannot even maintain consistency in his own statements ('Divisional signs existed only after October 1940', when there is a clear picture of a PzKpfw IV during the winter of 1939/40 wearing the 3rd Panzer Division symbol on page 23). Worse are the several caption errors, including the one we thought everyone had now got over of calling a PzKpfw IV a Tiger (page 44); describing the Hummel as a Jagdpanzer (page 37); showing a Marder III in 'Normandy' (in fact at Arnhem); and as for that 'SdKfz 251' on page 49, well... Other captions omit information which the author could readily have included, such as divisional names, or include wrong dates and/or locations.

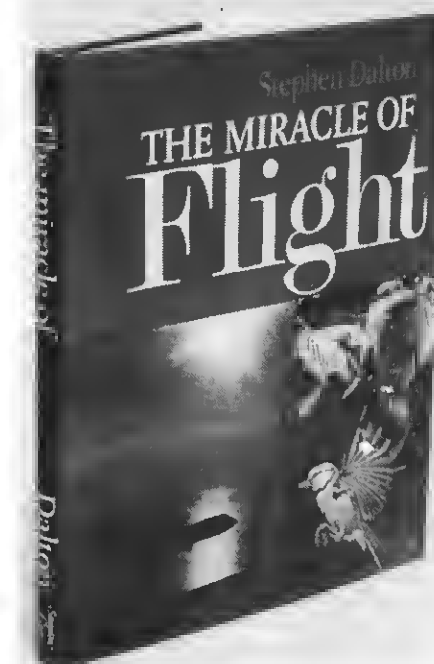
One does not like to be so hard on a book where the photos are so good, but if an author does not do his homework properly then we feel readers deserve to be warned. The text, inevitably, is fairly superficial, but includes some nice quotes from German Panzer crewmen. Overall verdict — not really good value when much the same treatment has already been used in so many books, especially at nearly £6.

The Anatomy of Glory, by Henry Lachouque and Anne S. K. Brown. Arms and Armour Press, 2-6 Hampstead High Street, London NW3 1PR. **Price £14.95.**

HENRY LACHOUQUE'S classic study of Napoleon's Guard, first published in America in the early 1960s, has long been out of print and second-hand copies have been fetching prices in excess of £40. It was therefore with delight that we received the news that Arms and Armour Press were publishing a new edition, with a foreword from David Chandler, especially since they told us that they had managed to acquire the original colour plates so that the reproduction would be as good if not better than in the original edition.

We are very happy to be able to say now that the finished book lives up to every expectation. It is, quite simply, superb.

Lachouque is, of course, a confirmed Bonapartist, and the text is therefore somewhat biased. But it does provide the most detailed (564-page) account of the birth, life and death of Napoleon's Guard ever published, including their personalities and campaigns, their weapons, uniforms and equipment. As a portrait of life and warfare in Napoleonic times it is



The jacket of Stephen Dalton's lovely book *The Miracle of Flight*, published by Sampson Low, which is also reviewed here.

without parallel, while the dozens of maps and full-colour plates are enough to make any Napoleonic enthusiast's mouth water.

The book is, of course, fairly expensive, but this is in no way a criticism because you get so much for your money that you can't possibly grumble. But have a look in your local bookshop for yourself or, in case of difficulty, order by post from Arms and Armour's mail order bookshop, Ken Trotman, at the above address (please add £1.20 postage).

Wargaming

Wargaming Airborne Operations, by Donald Featherstone. Kaye & Ward Ltd, 21 New Street, London EC2M 4NT. **Price £4.50.**

FOLLOWING THE current trend in wargaming books of providing detailed background information and suggestions for wargaming rather than detailed playing rules, this latest from Don Featherstone is a 'natural' for anyone interested in World War 2 and will be extremely useful to anyone interested in the period as well as wargamers.

The first 50-odd pages are devoted to brief but detailed and well thought-out sections on the early history of airborne forces, the formation of Allied forces and the factors controlling the employment of airborne troops; dress, equipment and weapons of British, American and German paratroops and glider-borne soldiers; parachutes, gliders, glider tugs and carrier aircraft, pathfinders and supply drops. These well-researched chapters provide an ideal introduction to a fairly complex subject and, although they do not reveal anything 'new' (which is hardly to be expected in a book of this type anyway), are an excellent quick reference source.

The bulk of the book is devoted to actual airborne operations in Europe during World War 2, with special emphasis on

Crete and Arnhem, and include several maps as well as some interesting photographs showing parts of these operations reconstructed as wargames. There follows a chapter on reconstructing airborne operations as games. This discusses such varied factors as scaling-down, using a points system, simulating the marking of zones, simulating para drops and glider landings, anti-aircraft fire, bombing and air strikes, ground fighting, artillery and mortar fire, anti-tank guns and infantry A/T projectors, hand-to-hand fighting, morale, prisoners of war, street fighting, mines and minefields and smoke. There are helpful suggestions on constructing simple gliders from card using drawings in magazines (the Hamilcar from Michael Bowyer's 'Army-Air Colours' series in this magazine is given as an example — thanks, Don!).

Finally there are chapters on wargaming two specific operations — Crete and Arnhem again — and useful appendices showing the composition of airborne forces, how to set up realistic battlefields, and listing sources of model supply.

Overall, therefore — despite an atrocious jacket for which the publishers deserve a 'rocket' — this is a well thought-out book which is easily worth the money and deserves to be immensely popular.

Motoring

The History of Motor Racing, by William Boddy. Orbis Publishing Ltd, 20-22 Bedfordbury, London WC2. Price £7.95.

FOR MOTOR RACING fans and car modellers this vast 316-page book is worth the not-unreasonable asking price just for the 500-odd superb illustrations alone, which include great old photos, excellently reproduced new colour shots and a good selection of colour paintings both old and new. Added to that there is an excellent and 'meaty' text by one of the foremost motoring historians that traces the sport from its origins in 1894 right up to the battle for the 1976 World Championship. There are also some quite useful reference tables and an index.

Apart from wondering why four of the 11 chapters should have been 'guest written' by Brian Leban, and also what a chapter (admittedly brief) on land speed record breaking is doing in a book about motor racing, we really could not fault this good value volume, other than perhaps to regret that the many artists whose paintings and sketches are so well used here are not conveniently credited in the captions.

Railways

Living with London Midland Locomotives, by A. J. Powell. Ian Allan Ltd, Terminal House, Shepperton, Surrey. Price £3.95.

AMONGST the multitude of railway books, this volume is something new. Mr Powell did not design, build or drive locomotives, but was a 'trouble-shooter', and his graphic descriptions of fault-finding on the foot-plate and in motive power depots are most enlightening.

The author is prepared to criticise policies that he considered wrong; for example, the L.M. Garratts were built to a Midland design, instead of using the proven Beyer-Peacock design, which has seen wide use into the 1970s.

Many interesting facts concerning locomotive technology are dealt with, and

it is most interesting how the smallest change in, say, boiler tubes can dramatically increase the efficiency of the boiler, or how an increase of 1/4-inch in the blast pipe can improve the steaming of a locomotive. This book goes a long way to illustrate that a steam locomotive, from its design and construction to its operation and maintenance, is a far more involved field of technology than is first apparent.

The book is well illustrated with some fine photographs and numerous drawings and diagrams, and should give pleasure to those who enjoy the technical side of railway motive power.

Also received

The following books have all been received and each will be reviewed in more depth as time and space permit:

Les Uniformes du Premier Empire — La Garde Imperiale, by Cadet E. L. Bucquoy, Vol 1 (infantry) £14.50, Vol 2 (cavalry) £17.50, full colour, French text. Ken Trotman, 2-6 Hampstead High Street, London NW3 1PR.

Hitler's Germanic Legions: An illustrated history of the Western European Legions with the SS, 1941-1943, by Philip H. Buss and Andrew Mollo. £8.50. Macdonald and Jane's, Paulton House, 8 Shepherdess Walk, London N1 7LW.

Allied Combat Tanks (WW2 Fact File), by Peter Chamberlain and John Millsom. £2.50. Macdonald and Jane's at above address.

The Other Side of the Hill, by B. H. Liddell Hart (£1.25) and *Dispatches*, by Michael Herr (£1.25). Pan Books Ltd, Cavaye Place, London SW10 9PG.

Commandos and Rangers of World War II, by James Ladd. £7.95. Macdonald and Jane's again.

Soviet Aircraft of today, by Nico Sgarlato. £4.95. Arms and Armour Press, 2-6 Hampstead High Street, London NW3 1PR.

Army Uniforms of World War 1, by Andrew Mollo and Pierre Turner. £3.50. Blandford Colour Series, Blandford Press, Link House, West Street, Poole, Dorset BH5 1LL.

North-West Europe 1944-5, by John North. £2. HMSO, Holborn Kingsway, London EC1.

The Russian Version of the Second World War, edited by Graham Lyons. £3.95. Leo Cooper Ltd, 196 Shaftesbury Avenue, London WC2H 8JL.

Uniforms of the Seven Years War 1756-63, by John Mollo and Malcolm McGregor. £3.25. Blandford Colour Series.

Tank Tracks to Rangoon, by Bryan Perrett. £6.50. Robert Hale Ltd, Clerkenwell House, Clerkenwell Green, London EC1R 0HT.

Arms and Uniforms, The Lace Wars Parts 1 and 2. £5.95 each. Full colour. Ward Lock Ltd, 116 Baker Street, London W1M 2BB.

A World Atlas of Military History 1860-1945, by Arthur Banks. £8.50. Seeley Service & Co, 196 Shaftesbury Avenue, London WC2H 8JL.

Hitler's Last Weapons, by Josef Garlinski. The underground war against the V1 and V2. £5.95. Julian Friedmann Ltd, 4 Perrin's Lane, Hampstead, London NW3 1OY.

The Army of Maria Theresa. The armed forces of Imperial Austria 1740-1780, by Christopher Duffy. £6.50. David & Charles, Brunel House, Newton Abbot, Devon.

August diary dates

TWO EVENTS during August at Lilford Park, near Oundle, Northants, should be of interest to readers.

First is the European Championships Racing with Radio-Controlled Model Cars on Saturday August 13 and Sunday August 14. This is the first time this event has been held in England and it promises to be an exciting weekend. The event is organised by the British Radio-Control Association, and further details can be obtained from the Secretary, Tom Martin, at Lilford.

Second is a military extravaganza under the title 'Battle' being held at the same venue two weeks later on Sunday August 27 and Bank Holiday Monday, August 28. Described as a 'pageant of arms and armour through the ages', the event will include medieval jousting, historical re-enactments by members of English Civil War and Napoleonic associations, a World War 2 military vehicle rally and an Army display, in addition to wargames, trade stands and a nationwide military modelling competition which is being organised in association with this magazine. Heading the judging will be our editor, Bruce Quarrie, and full competition details and entry form can be found on page 567 of this issue.

Apart from the central attractions on these two weekends, Lilford also boasts fun for all the family in the form of a rural museum, children's farm, aviary and plentiful picnic sites.

Any individual or organisation interested in taking an active part in either of the above events should contact: Blockgrand Ltd, 11-13 High Street, Finedon, Northants (tel Wellingborough 680041).

Also taking place over the whole of the August Bank Holiday is the Kenilworth Town and Country Festival at the Royal Showground, Stoneleigh, Kenilworth. Featuring the new 'Classic Motor Show', this event will include large displays by modelling societies as well as many other attractions, including vintage and veteran commercial vehicles, motor cycles and cycles, traction engines, stamp and handicraft displays, horticultural and agricultural exhibits, archery, clay pigeon shooting, show jumping, horse-drawn carriages, model boats, fashion and cookery shows and much more. An event for the whole family with plenty to interest modellers too. Car parking is free, admission £1.50 for adults and 50p for children. Camp sites and local accommodation are easily available.

Trent modellers

MODELLERS in the Derby, Nottingham and Leicester areas will be interested to hear of the existence of the Trent Plastic Modellers club, which meets on the first Thursday of each month at Long Eaton Community Centre, Nottingham. As well as undertaking exhibition work, the club publishes a regular newsletter and organises coach trips to air displays, museums, etc. The club caters for all branches of plastic scale modelling including aircraft, figures, AFVs, cars, etc. Young modellers are made especially welcome. For further details, contact the Secretary, Ross Sharp, 113 Chaddesden Lane, Chaddesden, Derby DE2 6LL, or telephone Derby 672516.

Paint for cash?

GOOD AT PAINTING Airfix 00/HO figures? Like to be paid for doing some? If so, Andrew Nutter of 31 Pawson Street, Morley, Leeds, Yorks, would like to hear from you. He's a keen wargamer but admits that he can't paint at all and would appreciate any help anyone can give him.

Waffen-SS review

I AM DISGUSTED with the review of *Wenn alle Brüder schweigen* in your March issue. I feel that your reviewer must be either so ignorant that he is hardly qualified to write the book or is one of the modern trendy types helping to whitewash the SS and other war criminals.

I take particular exception to two passages in the review, first '... tries to put across a different

LETTERS TO THE EDITOR

point of view to the usual rather hysterical one of the SS as a bunch of brutal and fanatical thugs'; and second, 'Of course one ebhors incidents such as Oradour but a force of over 900,000 men cannot be held responsible for the orders of a solitary company commander.'

That the SS were brutal cannot be denied, just ask some of the countries that were occupied, witness some of the captured German files or ask the residents of Goch in West Germany where the SS fought to the last man even when the war was lost. I have spoken to these residents and they admit it. Brutality also comes into the second point. I agree that 900,000 men cannot be held responsible for the orders of a solitary company commander, but was a solitary company commander responsible for the torture and mass execution of three million Jews plus Poles, Russians and many others? Was the same company commander responsible for the total elimination of the Warsaw Ghetto and the many other atrocities? Is the evidence of Belzen, Dachau, Ravensbruck, Orenienburg, Esterwegen, Auschwitz and other camps a 'hysterical viewpoint' or is your reviewer under the delusion that these were, in fact, some form of holiday camp? I suppose that all these labour camps were the responsibility of one solitary commander? Peter Dominic de Gale Miller, Sudbury, Suffolk.

Nieuport notes

I READ with interest the article 'Nieuport enigmas' (February 1978) but my interest turned to amazement on reaching the 'example' quoted for No 60 Squadron and arising from this I have three points I wish to make.

Firstly, the aircraft in the photograph (p 333) are not Nieuport 13s. Since there is a photograph of the same line up of aircraft (although taken from a different angle, showing all the tails) in the RAF Museum at Hendon. I have no hesitation in saying that A6646 is the first in the line, and so it is not a Nieuport 13 either. Nieuport 11s were sometimes referred to as '13s', this being a reference to their metric wing area, and not an official designation. The only variant of the Nieuport 11 to see service was the Nieuport 16 which had a 110 hp Le Rhone instead of the 80 hp unit, and a synchronized Vickers instead of the overwing Lewis. Although Nieuport 16s did serve with No 60 Squadron, A6646 is not one (the aircraft furthest from the camera and the one in the middle could be '16s' though). All this leads to the inescapable conclusion that at least A6646, A311, and the fourth one are early production Nieuport 17s. The headrest, overwing Lewis gun, the style of cutaway of the lower cowl, and the position of the exhaust port all lend force to this argument.

Second, the question of the colour of the lettering on the fuselage. These aircraft comprise most, if not all, of 'C' Flight, No 60 Squadron (see drawing) and flight colours (when used) were generally as follows: 'A' Flight — red; 'B' Flight — black on aircraft with natural linen or other light coloured covering; white or yellow on aircraft with dark colouring; 'C' Flight — blue.

When flight letters were carried, these almost always were black or white, depending on the colour of the aircraft. There were few exceptions to this 'rule', and blue invariably signified 'C' Flight. This means that the numeral '5' on the fuselage of A6646 could not possibly be red, and is almost certainly black.

Third, the actual markings on the fuselage of A6646 and its companions which I hope the accompanying drawings will make clear. Adrien Constable, London N2.

We would point out that the book in question deals solely with the Waffen-SS, a separate organisation to the SD concentration camp personnel. Ed.

Bf 109G-6

BESIDES WISHING to put Aachen back on Germany's map, I thought your readers may be interested to learn a little more concerning the Bf 109G-6 featured on Photopage of your March edition.

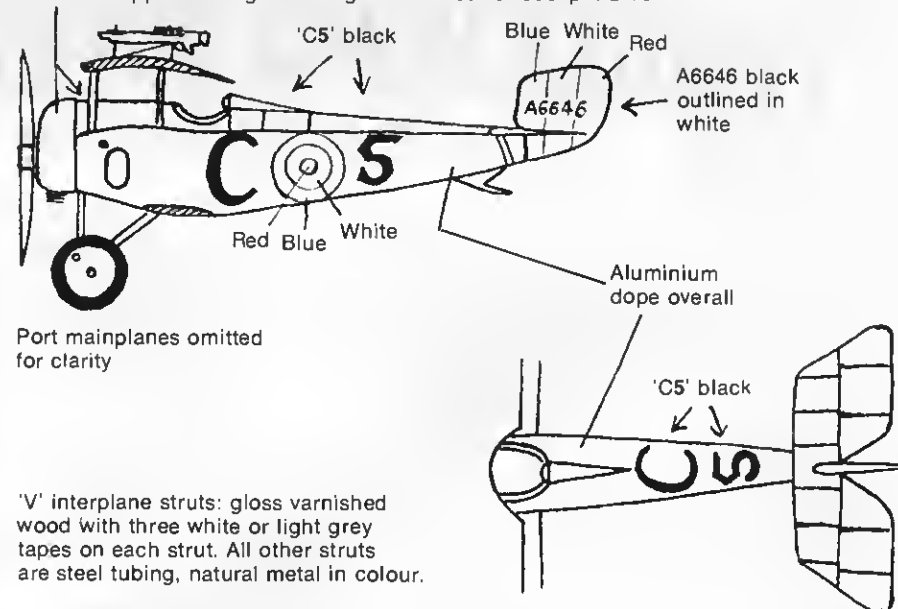
The aircraft depicted by G. Botquin's excellent pictures is not a genuine G-6 as one might be led to believe, but a well achieved happy marriage between a Spanish HA 1112 airframe and an original Daimler-Benz DB 605D engine.

The story as such goes back to 1971 as the staff of the aeronautical section of Aachen's Institute for Light Engineering set about looking for an additional instructional airframe. *Modell Magazin's* aviation editor, Dr-Ing Weise, who was then leading the project, managed to purchase on behalf of the institute one of three 'Mahaddie 109s' which were in Germany at that time, following the *Battle of Britain* film premiere.

After bringing the airframe up to G-6 standard, the extensively restored DB 605D was added to it. The next problem was the cowling and this was

Early production Nieuport 17 'C' Flight, 60 Squadron, RFC

Cowl and upper fuselage decking back to rear of cockpit: blue



The other aircraft in the photograph are:

C@4

A311. (Yes, the full stop is part of the serial)

2 A27?

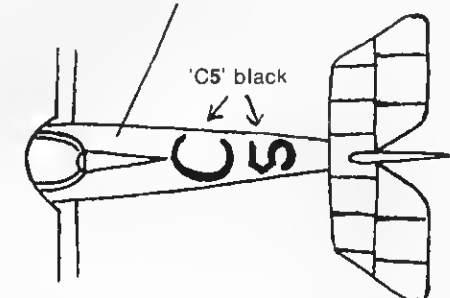
These four identically marked to A6646 other than the individual number and the serial which is black outlined white

3

A30? (possibly a Nieuport 16)

1

Serial unknown (possibly a Nieuport 16)



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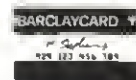
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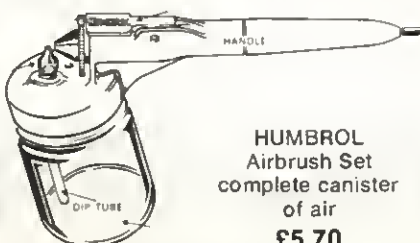
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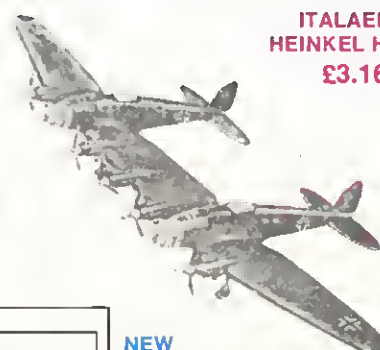
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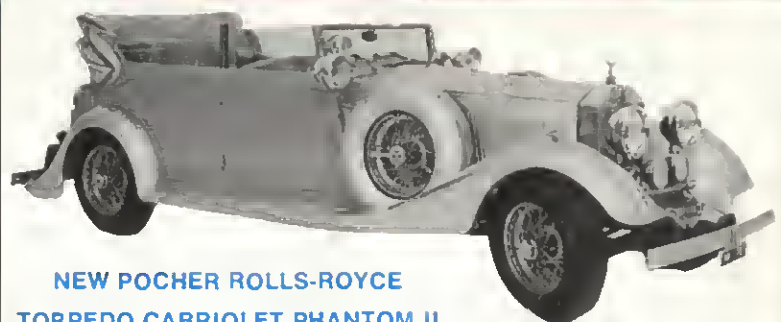
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